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# THE AMERICAN ELEVATOR AND GRAIN TRADE.

Entered at the Post Office at Chicago, Ill., for transmission through the mails at second-class rates.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY, INCORPORATED.

VOL. XV.

CHICAGO, ILLINOIS, JULY 15, 1896.

No. 1.

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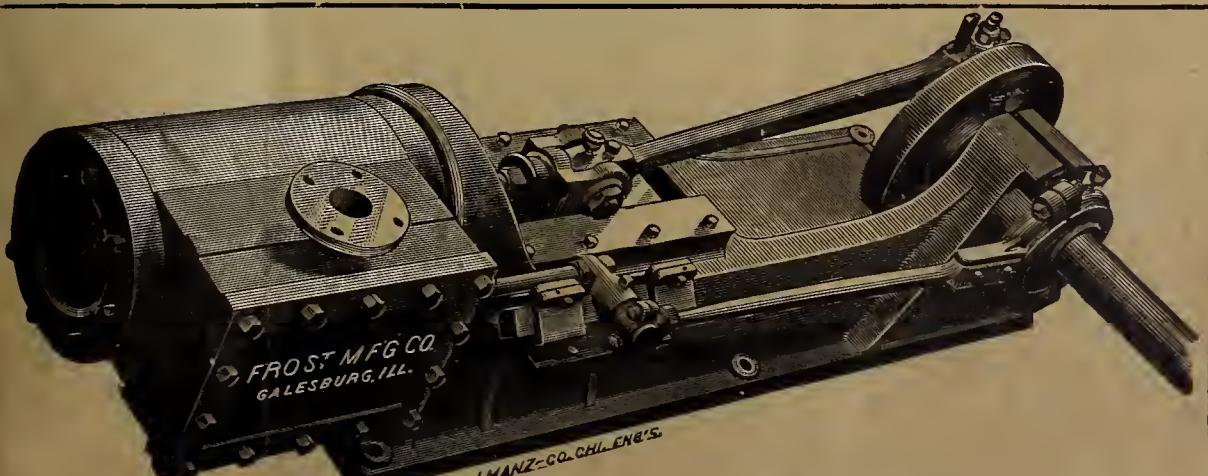


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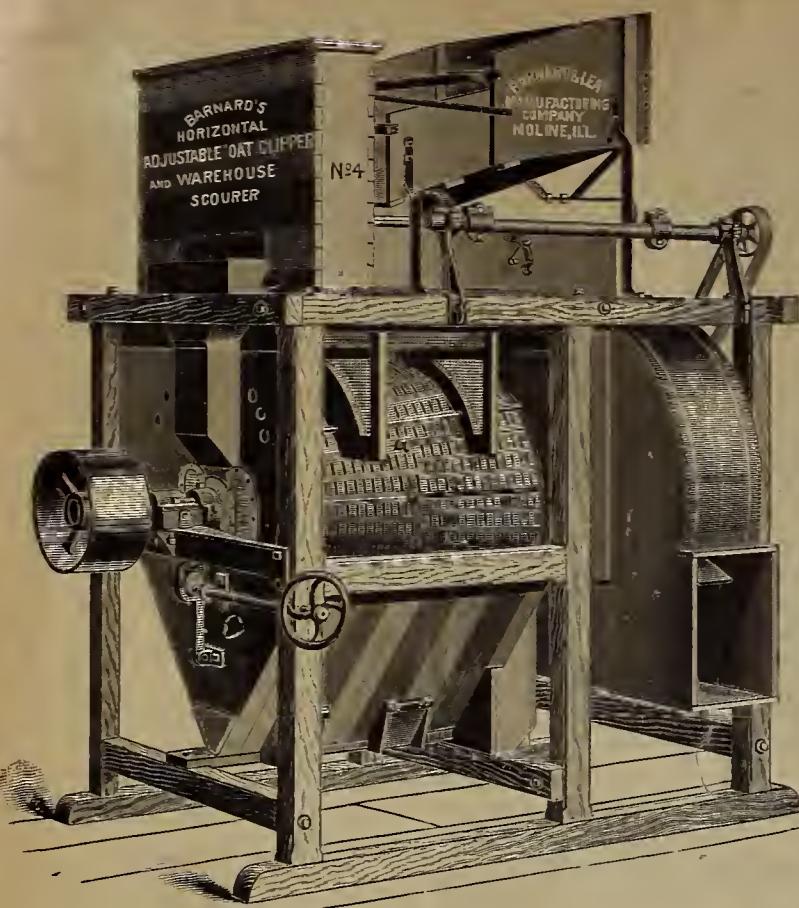
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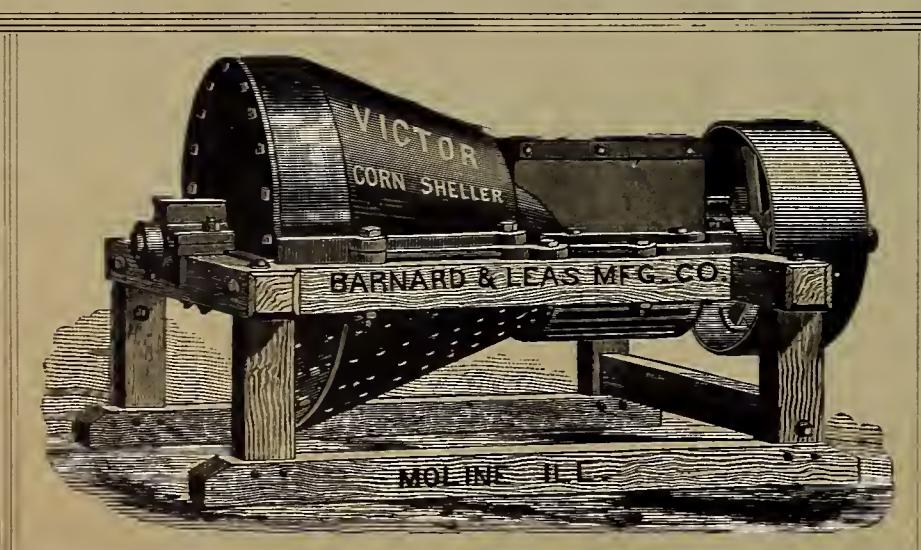
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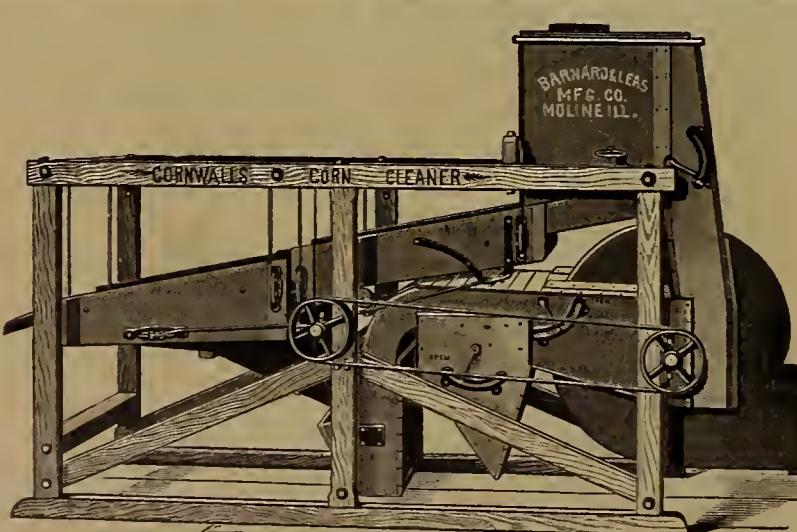


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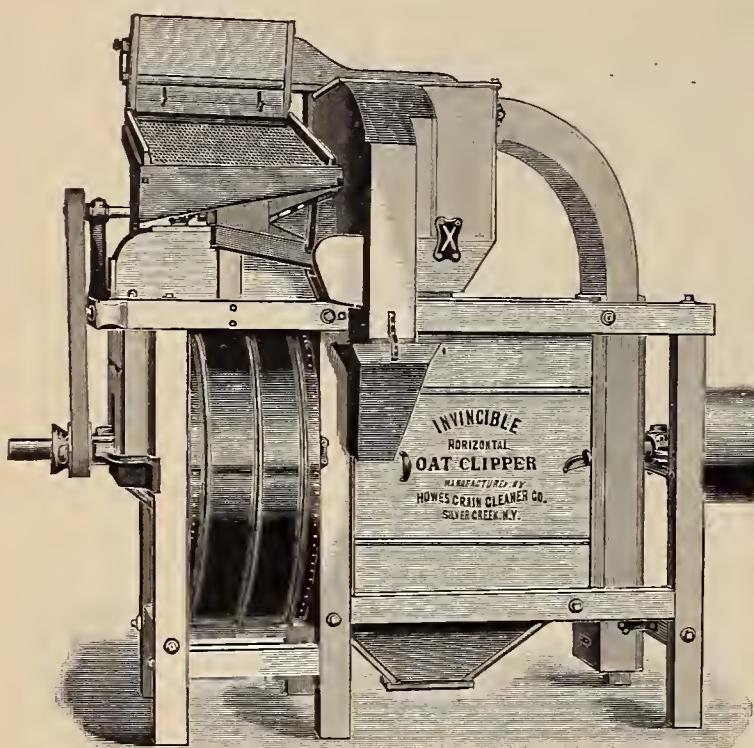
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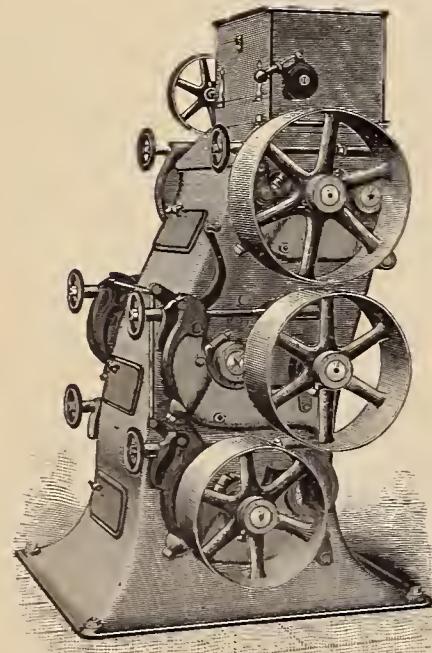
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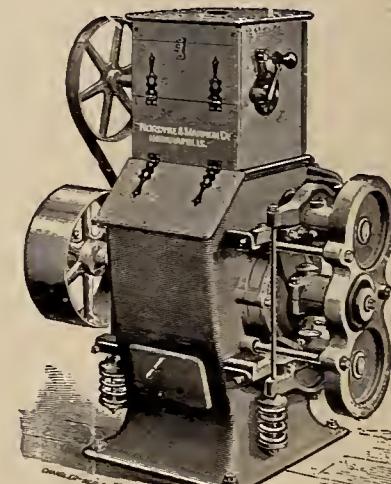


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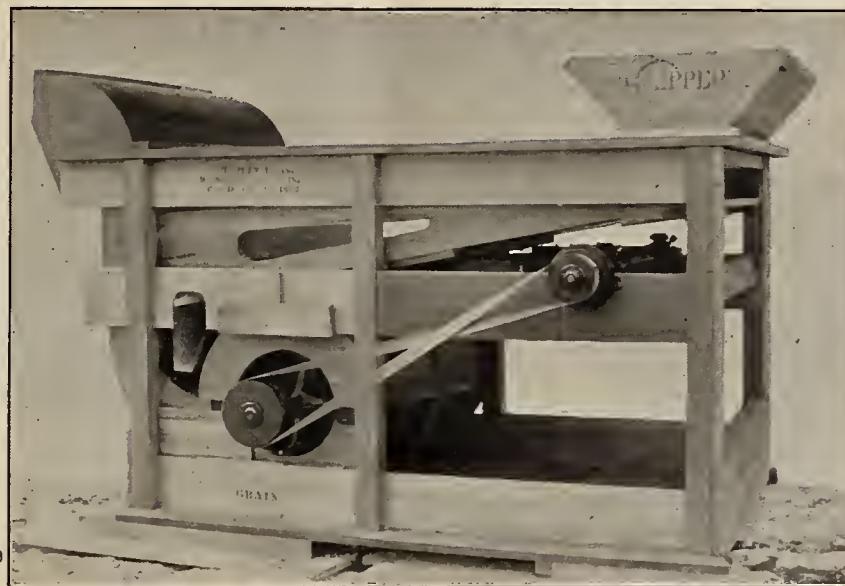
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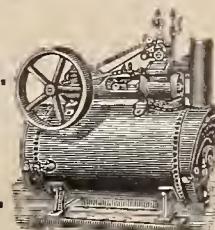
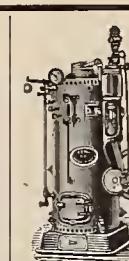
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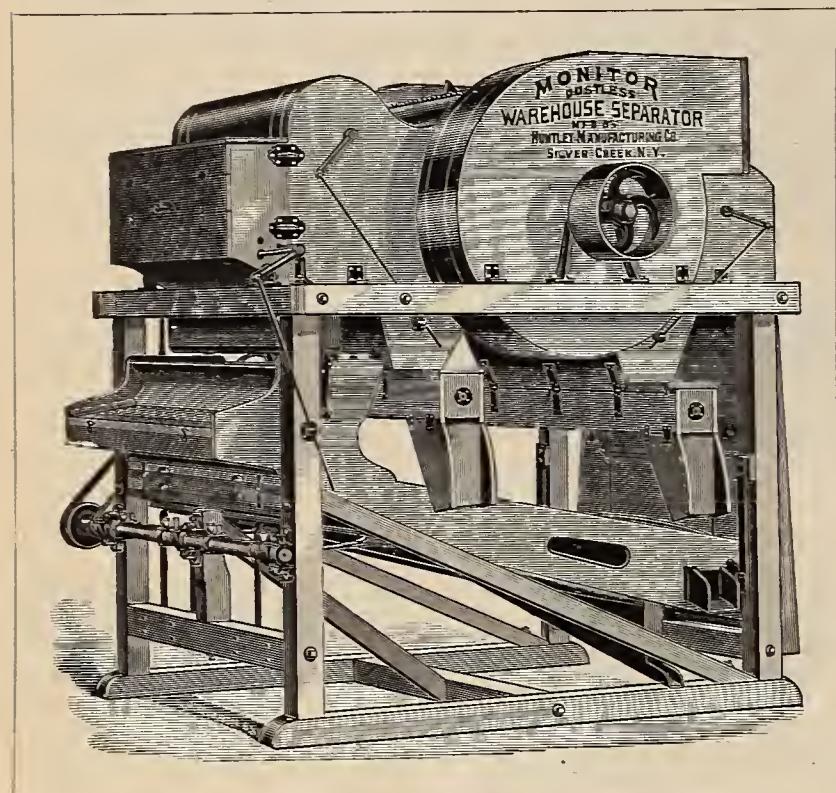
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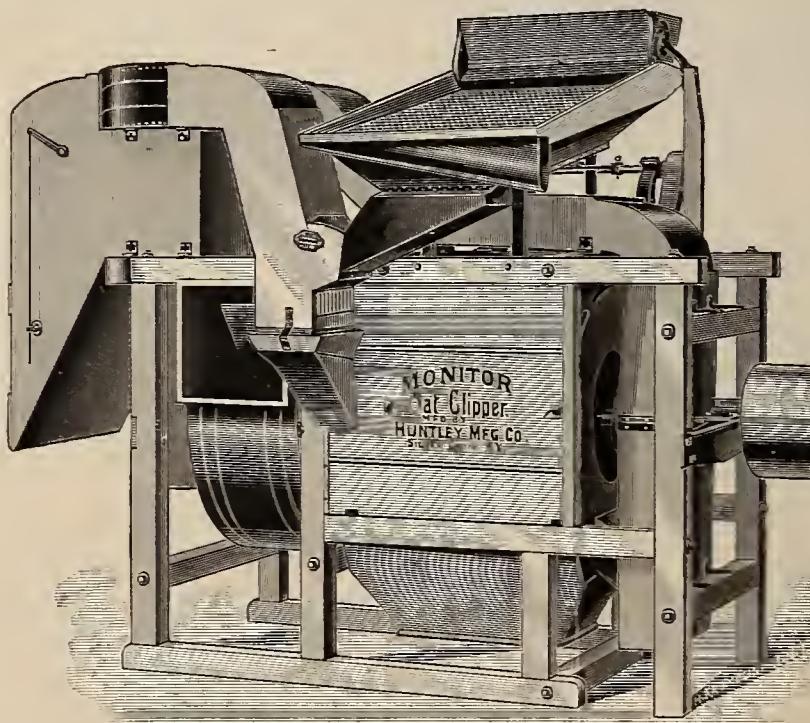
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## THE NEW McMORRAN ELEVATOR AT PORT HURON, MICH.

On the hills of the west bank of the St. Clair River is the city of Port Huron, surrounded not by a rich grain-growing country, but by timber land, yet the city has a number of large grain elevators that clean and handle grain in transit. They receive, clean and ship a large quantity of grain annually. The newest of the elevators is that of the McMorrin Milling Co., shown herewith. The bean house is shown in the foreground. The old elevator structure which stood upon this site was destroyed by fire in May, 1895, the wreck was removed and the elevator shown in the cut received grain early in October.

The old house was supported on a pile foundation, and had but one railroad track along one side covered by a shed. An increased handling capacity and better track facilities were desired, so in planning the new house an additional track through the house was provided for. A remodeling of the group of posts supporting the bin story, from five bays wide in the old house to four in the new, permits cars to be brought in. Clearing out the wreck and uncovering the old foundation disclosed the fact that the piles in each group or cluster under the piers were not sufficient to sustain the additional weight, due to the increased height of the bin story in the new structure. The old house had a capacity of 200,000 bushels, and a storage capacity of 250,000 bushels was desired in the new. As the ground space was limited to the old foundation, it became necessary to increase the bin story in height, additional piles were driven to sustain the increased weight.

The elevator building proper occupies a ground space of 50 feet wide by 100 feet long, and it is 145 feet to the ridge. The bin story is 76 feet deep and is surrounded by a battered cupola three stories in height. The first or bin floor contains the swivel telescope and the trolley spouts for distributing the grain from the scales to the storage bins. The second story contains the scales and weighman's office. In the third

story are the elevator heads. Located at one end is the brick power house 26 feet by 50 feet, containing the engine and boilers. At the other end is the bean house 26 feet by 50 feet, which is shown in the illustration. The elevator contains two re-

are operated by ropes extending down to the scale floor, within easy reach of the weighman.

Midway between the first or working story and the top of the bins is the cleaner room 25 by 40 feet, which contains the cleaning machinery, consisting

of two Monitor Elevator Separators and one Eureka Oat Clipper. All machines are of the largest size. Fans from the machines discharge into dust collectors, which, together with the system of live air sweepers throughout the house, are connected to an exhaust fan discharging into a large size dust collector on roof of boiler house. Dust burning fixtures are provided at the boiler fronts. The screenings from the machines fall into a screw conveyor running under the floor, the entire length of cleaner room. It discharges them into a small elevator located at one end of the house, which elevates them into a hopper scale. The exact weight of screenings removed may be ascertained and then deposited into a bin directly below the scale.

Power is supplied by a Buckeye Engine and two return tubular boilers. The power plant is supplied with pump, heater and all necessary fittings which constitute a complete steam plant. The brick power house is separated from the elevator building by a brick fire wall.

On the river side the elevator has a marine leg of the most modern improved construction, of 10,000 bushels' capacity. It is in the marine leg house shown in the cut. The successful arrangement and operation of this leg was made very difficult and complicated, owing to the fact that the elevator building sits back from and does not parallel the dock. The leg is hung on a boom or shear 30 feet in length, and the heel of this shear is hung by means of special cast hinge bearings to a cross-head 42 feet long, which is held in place by guide strips of hard maple. This

THE NEW M' MORRAN ELEVATOR AT PORT HURON, MICH.

ceiving legs of 8,000 bushels' capacity each, equipped with Clark Automatic Power Shovels for unloading the grain; also one lofting leg of 10,000 bushels' capacity, which receives the grain discharged from the marine leg and delivers it to the scales above. The elevators discharging into the four 1,000-bushel hopper scales are fitted with switch valves, which

allows a vertical movement of 40 feet. The winch for lifting the shear is mounted upon the cross-head, and the cross-head winch is located in the cupola. Both winches can be operated independently of each other. They have hand ropes extending from the clutches down to the man on the dock. The vertical movement of the cross-head, together with the circular



movement of the shear, gives a combination by which it is possible for the leg to enter any boat on the lakes, making it equally adaptable to the smallest canal boat or the largest propeller, also the old-fashion arch boats.

The transmissions throughout the house are all of manila rope. The main drive consists of 12 strands of 1½-inch rope, part of which are taken off at the cleaner story, the remainder going to the cupola line shafts. The elevator heads are driven by direct rope drives, thus doing away with all gears and reducing the noise and friction to a minimum. The elevator heads, cleaning machines and all pieces of machinery which it is desirable to stop and start while in motion are fitted with friction clutches. Loading spouts are also provided for loading out both into cars and vessels. This house was designed and built by The Macdonald Engineering Co. of Chicago, and the construction work was under the immediate supervision of their superintendent, Mr. R. S. McFarlane.

#### NORWAY'S DUTIES AND IMPORTS.

The Department of Agriculture has issued, from the Section of Foreign Markets, Bulletin No. 7 on the World's Markets for American Products. The bulletin deals with Norway, its products, exports and imports, and contains much information of value to grain men of the United States. From it we take the following items:

Import duties on buckwheat, .059 of a cent per 100 kilos (1 kilogram equals 2.20462 pounds); barley, .059 per 100 kilos; beans, peas and lentils, .096 per 100 kilos; oats, free; wheat, .059 per 100 kilos; corn, .059 per 100 kilos; malt, ground or not, .135 per kilo; rye, .059 of a cent per 100 kilos; bran, free; flax, hemp, manila hemp, etc., free; rice, in the husk, loose in bulk, 1.045 cents per 100 kilos; in the husk, packed, .013 per kilo; husked, groats and flour, .027 of a cent per kilo; rice bran, free.

In 1895 Norway imported rye, 181,441,441; oats, 1,125,742; barley, 80,666,518; malt, 2,880,078; rice, 2,917,932 kilograms. Imports, in kilograms, were, in 1894, barley, 89,822,720, none from the United States; in 1893, 90,503,350, none from the United States; in 1892, 80,201,890, of which 88,950 came from the United States. Beans, peas and lentils, in 1894, 2,702,350, none from the United States; in 1893, 3,238,360, of which 120 came from the United States; in 1892, 4,022,320, of which 14,700 were from the United States. Oats, 1894, 753,040; 1893, 731,500; 1892, 2,337,580; in the three years none was from the United States. Wheat, 1894, 4,462,330, of which 270,700 were from the United States; 1893, 2,203,030, none from the United States; 1892, 8,387,390, of which 3,729,190 came from the United States. Corn, 1894, 404,140, none from the United States; 1893, 1,577,570, of which 2,780 came from the United States; 1892, 2,686,490, of which 719,500 came from the United States. Malt, 1894, 3,773,340; 1893, 4,137,870; 1892, 3,207,590. Rye, 1894, 172,833,710, none from the United States; 1893, 154,831,780, none from the United States; 1892, 114,974,880, of which 1,791,780 came from the United States. Hulled rice, 1894, 2,545,470, none from the United States; 1893, 2,926,790, of which 50 came from the United States; 1892, 2,971,730, of which 30 were from the United States. Flax, 1894, 4,170; 1893, 62,470; 1892, 91,270, none was imported from the United States. Linseed, 1894, 4,518,990; 1893, 4,916,210; 1892, 5,259,560, none from the United States; rapeseed, 1894, 1,097,720; 1893, 789,010; 1892, 464,500, none from the United States. Grass seed, 279,970, of which 5,970 were from the United States; 1893, 254,260; 1892, 162,480, none from the United States. Other seeds, 1894, 174,534, of which 50 were from the United States; 1893, 259,988, none from the United States; 1892, 245,328, of which 12,500 were from the United States.

Send us a report of the acreage and condition of the growing crops in your district.

When a material alteration is made of a written instrument by the holder, fraudulently and without the consent of the maker, it renders the instrument void so far as concerns its collection.

#### THE CONSTRUCTION OF GRANARIES.

No. VI.

BY F. STALLMAIER.

If damp grain is stored in silos the absence of air alone does not prevent its decay, but it has to be brought in contact with air as often as possible, to permit the evaporation of the dampness. Two different systems are employed for this purpose. One, known as turning the grain, is operated by taking the grain from one bin and storing it in another, whereby the grain is lifted and dropped again, and thus brought in contact with the atmosphere. The other is rather uncertain, and consists of forcing wind or air into the bins under high pressure, whereby the grain is not removed.

By discharging a bin the stored grain contracts the shape of a cone, with its point toward the outlet,

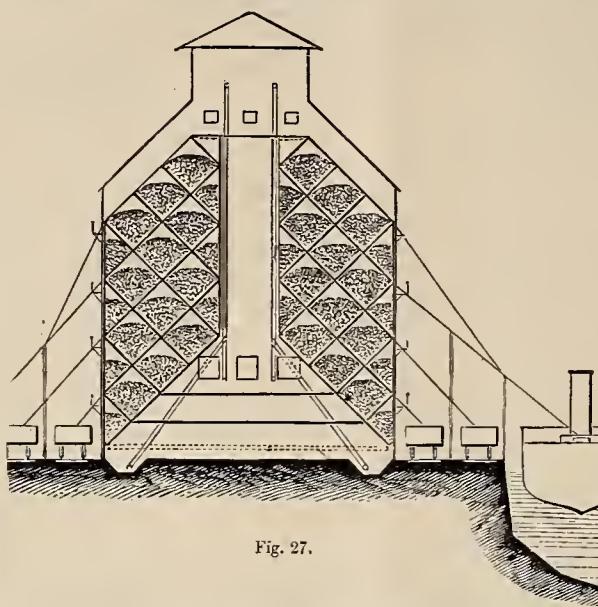


Fig. 27.

because, as previously stated, the grain above the outlet is discharged first. In the employment of the turning system, returning the grain into the same bin should be avoided, as the portion of grain against the walls will not get turned at all. The most thorough system is turning the grain into an empty bin which contains fresh air, and which receives still more of it by way of elevating and discharging the grain into it. The vapor which surrounds each kernel is removed and renewed.

The grain being transported by means of elevators and belt conveyors brings it in contact with fresh

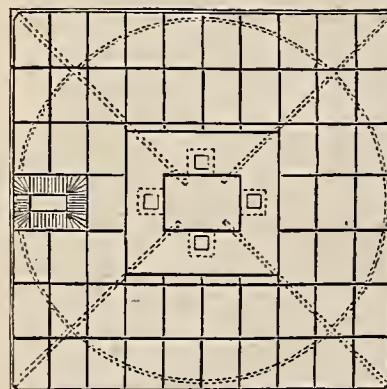


Fig. 28.

atmosphere, consequently its dampness evaporates almost completely. The grain rushing down the outlets, being carried by bands and precipitated against itself again in the bins, causes a rubbing action which makes it cleaner and freer from insects.

Ventilating bins, for preserving the grain, are very good in principle; but the larger the bin the more is the risk that a mishap is not far off, as the injected atmosphere, instead of coming in contact with every kernel, works itself channels, and does not come in contact with the bulk of the grain. To distribute these induced currents the bins are provided with two bottoms, the upper one having as many holes as it may hold. Between these two bottoms the wind is ejected, and then distributed among the grain. Many of these bins are working satisfactorily, the insects and dust being removed to the top. The patent ventilating granary,

Canada Wharf, Rotherhithe, is capable of holding 75,000 quarters. The grain is stored in iron bins, called silos, 41 feet high by 7 feet 3 inches square, with perforated sides and a central tube, also perforated, and a thickness of 2 feet 7 inches only is allowed to the grain, which is thus kept in contact with the air both inside and outside the bins. Through the central tube a strong current of air is forced by machinery when required, which ventilates the grain, thus contributing to the continued good condition of healthy grain, and bringing soft or heated grain into a cool state in a more perfect manner, and in a much shorter period than has hitherto been practicable. The grain is brought from the docks in lighters, when it is landed by means of elevators, and distributed to the silos by means of screws. The elevators, belt conveyors and screws enable the grain to be transferred from one silo to another, passing it, if necessary, over large screens or through bristles. The ventilation is effected by eleven fans, 4 feet in diameter, in addition to which there is one 10 feet in diameter. The engines are compound 70 horse power nominal, but are frequently worked up to 180 horse power.

Trials were made with self-ventilating bins, in which the warmer air rising to the surface forms the basis; but all experiments have failed, as the rising atmosphere is not sufficiently strong.

Some elevators, in which grain turning is easily operated, are provided with one bin, which is ventilated with hot air, to enable the operator to dry very damp grain, or to improve its condition.

The silo system was condemned by its opponents, as it was thought the buyer could not determine the quality of grain in such magazines, although, in reality, nothing is easier than that; for a tube, with divisions, is sunk into the grain. Every division is provided with a door, having a projecting lip attached to its outside, which opens by turning the tube in a certain direction, when the grain is admitted to the division, and is extracted as a sample by turning the tube in the opposite direction; for then the doors close again and the grain cannot get mixed, and can be examined when the tube is drawn out of the bin.

Another system of grain magazines remains to be described, viz., Agthe's patent. It originates from Russia, and is only economically applied in countries where the prices of timber are low.

The bins are not arranged vertically, but at angles of 45 degrees so that the lowest parts of the bins form the walls of the building. Figs. 27 and 28 illustrate this system. Its advantages are that the grain can be turned into a bin next to it or under it, and that cars can be loaded direct without passing an elevator. To turn the grain the bin is emptied on a rotary table, which carries the grain to one of the elevators placed in every corner of the building.

#### ADVANTAGES OF CLEANING GRAIN BEFORE SHIPMENT.

With the opening of a new grain season there is more or less difficulty developed in the disposal of consignments, says the Trade Bulletin of Chicago. Buyers scrutinize sample offerings very carefully, and on slight pretenses insist on very reasonable prices. While commission merchants generally are very anxious to obtain best prices possible for their customers, they are sometimes hampered by obstacles which might in a measure be avoided. Interior shippers would in many instances greatly enhance the value of their consignments if more attention was given to properly cleaning their grain. They might as well have the benefit of good prices for a properly cleaned article as to be compelled to accept a low price for an inferior article, in the latter case probably purchased by parties who properly clean it, and resell it at a good profit. If country shippers would pay more attention to preparing their grain and seeds for market they would materially benefit themselves financially, and relieve commission merchants of considerable trouble in disposing of their consignments. While the receipts of grain and seeds are liberal, buyers are generally independent, and having a good supply to select from, give the better grades and samples the preference.

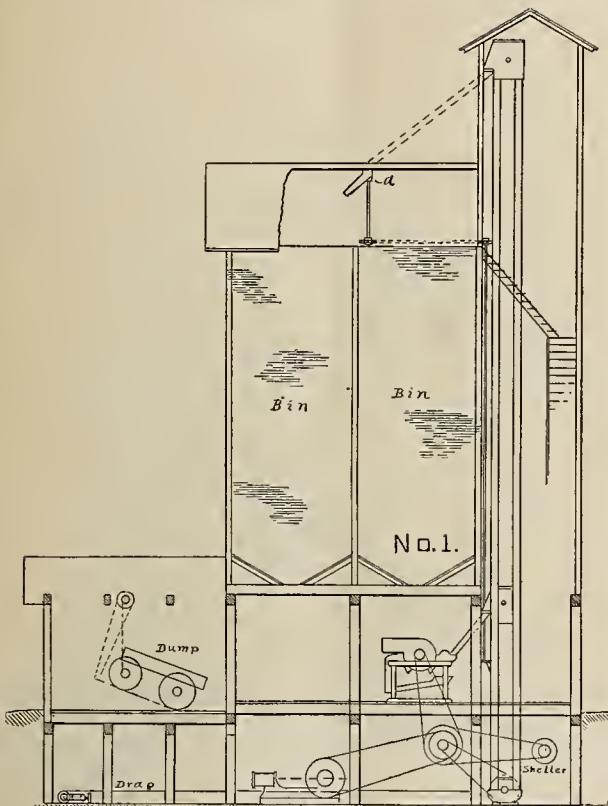
## DESIGN FOR SMALL ELEVATOR.

BY E. J. WILLBUR.

The accompanying sketches Nos. 1 and 2 represent a small elevator, intended to handle corn and other grain. The aim has been to combine extreme cheapness with convenience. The driveway over the dump may be of any length, with corresponding room underneath, in which corn may be dumped, and provided with a drag to carry the ear corn and deposit it on a second drag, which elevates it sufficiently high to drop onto the combined sheller and cleaner.

The reason the combined machine would be preferred in this case is because a much smaller elevator may be used to elevate shelled corn than would be required to elevate both corn and cobs to a cleaver placed above. Also as there will be no machinery placed in top of elevator there will ordinarily be no occasion to go above.

The elevator is intended to be made with sprockets and chain and driven from below. The swing spout which distributes the grain to the different bins is operated from the first floor. Therefore as there is nothing to require attention above, and nothing to



DESIGN FOR SMALL ELEVATOR.

get out of order, there need be little climbing to top of bins.

The same elevator is to be used for corn and other grain. There need be no mixing, as there is no conveyor above bins. By drawing the slides in the elevator boot and cleaning it out when changing from one kind of grain to another the possibility of any mixing is prevented.

A small drag should be used to carry cobs from the sheller, depositing them at any point desired. A gas engine would be suitable for an elevator of this size, and could be placed in the basement. The hoist dump would be much the best in this, if not in all cases. It will be noticed that the swing spout at A, No. 1, sets some distance from the elevator and over the center of the bins. It is operated with a rod extending up through the open space at end of bins, which is connected to a short rod fastened to the swing spout by means of sprockets and chain.

The first or long drag may be a rubber belt running over a driving pulley at the discharge end. The shaft of the pulley at the opposite end runs in take-up boxes. The top belt should run in a shallow trough with rollers placed at intervals, and this trough covered with short boards, which may be taken out one at a time so the corn can be fed onto the drag wherever desired.

In shelling it would be necessary to feed the corn onto the drag, as it is hardly possible even where a hopped bin is directly over a sheller, to feed automatically. The second drag being on an incline might have cleats fastened to belt, which should also be driven at discharge end. The re-

ceiving separator for wheat is placed on the first floor together with hopper scale, which is high enough to spout direct to car.

## EXPERIENCE WITH OIL ENGINES.

A man may feel that he has a good knowledge of gas engines, and reason from that that he will not have much to learn about oil engines. Now, as a fact, just as you have to treat a gas engine more tenderly than a steam engine, so must you treat the oil engine more tenderly than the gas engine, writes W. H. Booth in the American Machinist. I had occasion recently to purchase an oil engine, and I sent with it a certain oil that I had found to do well on a gas engine for the lubrication of the piston. After a few hours' run the engine brought up all standing and full of deposit, and it was not until several different oils had been tried that this fault was cured, and it is obvious that the temperatures in an oil engine must be considerably more severe than in a gas engine to show such a different result with the same class of oil.

Trouble with an engine is a fine teacher, and thinking that my own experience may be of use, I will detail it at greater length, for the trouble has not ceased though the quality of the oil has been now secured correct, and the engine runs perfectly. In several varieties of oil engines you start the engine by putting a small quantity of petroleum into a little furnace and blowing up with a rotary blower. This heats a vaporizer contained at the rear of the working cylinder, and when this is hot the engine may be started. This vaporizer is kept hot afterward by the combustion in the cylinder. If an oil engine is run without load it will stop. It will even stop under a light load in a very aggravating manner. You get to learn this by experience.

It seems ridiculous that an engine should be unable to run without load. The reason is simple enough. With a light load there are necessarily many explosions cut out by the governor. This so reduces the generation of heat in the cylinder that the vaporizer is not maintained hot enough to ignite the vaporized oil and the motive power is not produced, and so the engine stops. Thus it is that with an underloaded engine you may see a bar of wood set to press upon the flywheel rim in order to compel a sufficient number of explosions to keep up the heat of the vaporizer. I was aware of this peculiarity, but what troubled me was that the engine would run for hours together, and then without the slightest variation of load would stop. It could be started again at once and might run again for hours before it again stopped.

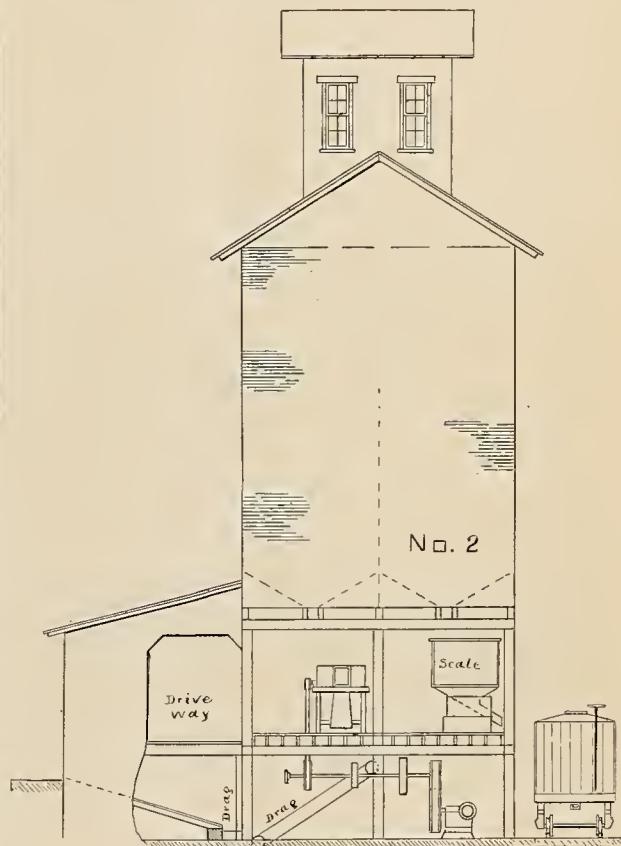
In searching about for a cause, the conclusion was forced on me that the day being hot, and the door of the engine room being left open, the vaporizer was cooled by the draft from the door below the critical temperature of ignition, and that one stoppage at least was thus caused. But since then another thing has shown itself as a probable cause of trouble. The flywheel caused a strong draft, and it was evident, cooled one side of the vaporizer. Standing a board so as to prevent this air current blowing toward the vaporizer enabled the engine to make a long run, and it did not stop again until the board was removed; and I am fixing a permanent wind guard now to try whether I have rightly divined the cause of the stoppages. If so, then it is evident that the vaporizer only needs some protection, such as a bright reflector, to throw back the heat radiated from the vaporizer, in order to cure the trouble at light loads. Clearly the size of an oil engine must correspond fairly closely with the load to be driven, or the number of idle strokes will be such as to prevent the maintenance of a sufficient temperature in the vaporizer. This constitutes somewhat of a drawback to oil engines, though not an insuperable one.

It is reported that Frank J. Wakem, formerly in business at Chicago, was recently arrested in New York City on an indictment of the Federal Court at Chicago charging him with using the mails to defraud J. O. Jones of Webster City, Iowa. Before the court could act on the complaint of Jones, Wakem closed his office in Chicago.

## NEW FLAXSEED INSPECTION RULES AT CHICAGO.

For several months the flaxseed committee of the Chicago Board of Trade, which controls the inspection of flaxseed at Chicago, with the assistance of Inspector Stevens, has been preparing a new set of regulations governing the inspection of flaxseed. The committee at length reported to the directors and the rules prepared were adopted. The object was to secure a proper official standing for No. 1 Northwestern flaxseed. A distinction in different grades of No. 1 has been observed in fact, while under the old regulations no difference was recognized between Southwestern, Northwestern and other shades of difference which the Inspection Department and the trade really needed. While the new regulations are supposed to take effect at once Inspector Stevens will be given time to make the necessary adjustments, and the change will in reality go into effect about August 1. The new rules are as follows:

No. 1 Northwestern—All Northern grown flax or



DESIGN FOR SMALL ELEVATOR.

seed of equal quality that is choice or prime, as also the same moderately intermixed with field damaged seed, dry, sweet, and free from mustiness, and having weight of not less than 50 pounds to the measured bushel of commercially pure seed, shall be No. 1 Northwestern.

No. 1 flaxseed—That which is choice or prime, as also the same moderately intermixed with a mixture of field damaged, dry, sweet, and free from mustiness and have weight of not less than 50 pounds to the measured bushel of commercially pure seed, shall be No. 1.

Rejected—Flaxseed that is damp, immature, and field damaged or musty (and yet not to that degree to be unfitted for temporary storage) shall be rejected.

No grade—Flaxseed that is warm, moldy, very musty, wet, or otherwise unfitted for storage, or having weight of less than 47 pounds to the measured bushel of commercially pure seed, shall be no-grade.

It is reported from Souris, Man., that hundreds of oat stacks will stand unthrashed this season. Farmers say oats keep over better in the stacks than in the granaries.

Minneapolis is to increase its elevator capacity by 5,000,000 bushels. G. W. Van Duzen is building a new house, which will increase his capacity by 1,000,000 bushels; Peabody is increasing his by 1,000,000 bushels. Other additions are contemplated to the extent of 3,000,000 bushels. This will give Minneapolis an elevator capacity of 35,000,000 bushels.

## ANNUAL MEETING OF ILLINOIS GRAIN DEALERS.

The eleventh annual meeting of the Illinois Grain Dealers' Association was held in the city of Decatur, June 23, 1896. The meeting was called to order at 10:45 a. m. by President John Crocker of Maroa.

The call was unfortunately made for the same date as the State Democratic Convention at Peoria, and the attendance was not as large as expected. About 75 members and a number of others were present. The minutes of the last meeting, held at Springfield, April 10, were read and approved.

The following firms were admitted to membership: J. R. Martin, Allenville, Ill.; T. S. Paugh, Bement, Ill.; Mundy & Carew, Litchfield, Ill.; John Loman, Pisgah, Ill.; Norton & Son, Tallula, Ill.; Beach & Lang Mfg. Co., Litchfield, Ill.; Frank Todt, Raymond, Ill.; Greenfield & Cole, Dalton City, Ill.; J. H. Gunder, Greenfield, Ill., and Lessee I. D. & W. Public Elevator, Decatur, Ill.

A. E. Curtis of Chicago moved that the president appoint a committee of three to select candidates for the various officers of the association for the ensuing year as prescribed by the constitution, and that the committee report the names at the afternoon session. C. S. McGuire moved to amend by making the committee five in number. The motion was carried as amended, and E. A. Curtis, E. S. Greenleaf, Edwin Beggs, Newton Davis, and B. S. Tyler were named as the committee.

C. S. McGuire moved that the meeting adjourn until 2 p. m. Motion carried.

## AFTERNOON SESSION.

President Crocker called the meeting to order at 2:30 p. m. with a much larger number of members in attendance than at the morning session. F. M. Pratt, treasurer, made his report as follows:

Gentlemen:—I beg to submit herewith my annual report as Treasurer of the Association for the year ending June 22, 1896.

Received during the year:

For membership fees.....	\$395.00
For banquet tickets, June meeting.	
1895 .....	186.00
For dues, as per assessment of Aug.	
21, 1895.....	240.00

Total receipts for the year.....	\$821.00
Balance on hand as per report of June 18,	
1895 .....	252.43

Total .....	\$1,073.43
Paid out during the year, as per orders attached, issued by the President and Secretary.....	\$994.66
Balance on hand June 22, 1896.....	78.77

\$1,073.43

Respectfully submitted.

F. M. PRATT, Treasurer.

E. A. Curtis, as chairman of committee to select candidates for the various offices, reported as follows: For president, John Crocker, Maroa, Ill.; vice-president, E. R. Ulrich, Springfield, Ill.; treasurer, F. M. Pratt, Decatur, Ill.; secretary, B. S. Tyler, Decatur, Ill. For Board of Directors, John Crocker, Maroa, Ill.; Harry Knight, Monticello, Ill.; E. R. Ulrich, Springfield, Ill.; W. H. Suffern, Decatur, Ill.; J. A. Montgomery, Macon, Ill.; W. B. Newbegin, Blue Mound, Ill.; B. S. Tyler, Decatur, Ill.

Harry Knight moved that the report of the committee be received and the candidates selected by the committee be declared the officers for the ensuing year. Mr. Crocker made a vigorous protest and nominated E. S. Greenleaf for president, but the motion as offered by Mr. Knight prevailed and the persons nominated by the committee were elected officers of the Association.

A motion was made and carried that the Executive Committee of the Illinois State Grain Dealers' Association hold monthly meetings for the purpose of considering such business as may be presented for its consideration.

The following resolution was read:

Resolved, That article twelve be amended by adding the following thereto: Sec. 6. The regular dealer is one who has facilities for handling, storing and selling grain at points where he may be buying grain regularly either in person, or by his representative, and any grain dealer who buys at any station without such

facilities and with irregularity shall be deemed irregular at such station.

After some discussion the resolution was adopted.

Inquiry was made as to the status of a claim made against the Wabash Railroad Co. by B. S. Tyler & Co. for shortage of about 300 bushels of oats, said shortage being a difference of weights between the Decatur Public Elevator weights, and Chicago weights. C. S. McGuire stated that this claim was under discussion at the last meeting, and it was decided that the Executive Committee should have power to act as it saw best for the interest of the members of the Association.

B. S. Tyler stated that he had seen the Executive Committee, and they advised him to bring suit and take it to the highest court if necessary. He also stated that he had not yet brought suit, but would. As the shortage was based on public elevator weights, which the Wabash Railroad Co. recognized as being correct, he was inclined to think it would not establish a precedent for other claims based on private weights. He stated further that he had made a claim which was returned, and the papers attached thereto showed conclusively that the Wabash Railroad Co. had decided that it would not pay until it was driven through all the various courts. This would involve considerable expense, and for reasons stated, if the case were decided favorable to complainant, it would not be likely to lead to the payment of shortages based on private weights. Therefore he had not taken the claim to the courts with the expectation of the Association paying the expenses. He presented the matter for their further consideration, and suggested that a claim for shortage to establish a precedent of value to country shippers should be based on a grain buyer's private elevator weights.

The subject was discussed by Mr. Hubbard and other members, and after a free exchange of opinions W. H. Suffern moved that B. S. Tyler be requested to bring suit, and if the lower court decided adversely, that the case be appealed to the higher court, and the Association bear the expenses of the appeal case. The motion was carried.

C. S. McGuire requested that all persons who have shortages make claims and insist on payment. He thought it was the proper course to pursue.

E. S. Greenleaf stated that when he had a shortage he had made claim against the railroad. He had always insisted on payment, and persisted in his efforts until in all cases he had collected his claim.

Mr. Newbegin stated that he had made claims in a number of cases and had not been so successful. Each and all of them had been ground through the same mill and returned payment respectfully declined.

Mr. McGuire said that all dealers should make claims for shortages, fight them as long as they lived, and make a provision in their will for their heirs, administrators, or assigns to continue fighting for payment.

W. H. Suffern referred to shortages and said that all dealers should insist on payment, as the Railroad and Warehouse laws were very clear on this point. Railroad companies were bound under the law to pay all claims for shortages, especially if shortages occur within the state where grain was loaded. He also referred to a complaint that his firm has made and filed with the Interstate Commerce Commissioners at Washington. This complaint is for overcharge made on a shipment of grain over the I. D. & W. R. R. for underloading and overloading cars under or over marked capacity. The railroad company in November last issued a circular in which it stated that if a car is loaded with more than 4,000 pounds in excess of its marked capacity then the railroad company will charge and collect on such excess at the schedule rate on quantities less than a carload. If the shipper fails to load car to within 4,000 pounds under the marked capacity, then the railroad company will charge and collect for the difference between the actual weight of grain and the marked capacity of car less 4,000 pounds, at the schedule rate on quantities less than a carload. This matter was fully discussed by W. H. Suffern and others.

T. P. Baxter moved that the case of Suffern, Huitt & Co. versus I. D. & W. R. R. Co. be referred to the

Executive Committee with power to act. The motion was carried.

E. S. Greenleaf referred to a complaint made by Monticello dealers against the Decatur Milling Co. The dealers at Monticello being members as well as the Decatur Milling Co. He stated that the Decatur Milling Co. had bought a car of wheat contrary to the rules of the Association, and that the complainants had called upon the proprietor and he stated that he would buy of whom he pleased, regardless of the wishes of the Association. On motion the matter was referred to the Arbitration Committee with instructions to see the parties and secure an amicable adjustment of the difference, if possible, and report at the next meeting.

The following resolution was unanimously adopted:

Whereas, The Chicago Board of Trade has appointed Wm. J. Pope, H. W. Rogers, I. M. Wagner, James Templeton and Wm. Dunn a committee to report on a plan for putting the State Inspection and Registration Departments under civil service rules, making appointments to and retention in the service dependent upon fitness and merit, and.

Whereas, The importance of this measure so directly affects the interests of this Association, be it

Resolved, That the Illinois Grain Dealers' Association heartily indorse the movement, and be it

Resolved, That it stand ready to coöperate with the Chicago Board of Trade in the work necessary to bring the matter before the State Legislature, and be it

Resolved, That the individual members residing in all parts of the state do pledge themselves to bring the matter before their respective representatives in the State Legislature to the end that its importance may be fully appreciated.

Some correspondence was read from other state associations, after which E. R. Ulrich offered the following resolution:

Whereas, On account of urgent necessity for various reasons especially in regard to weights, grades and rates which could be dealt with to much better advantage if a national organization were established by the various state organizations, therefore,

Resolved, That a committee of three be appointed by the President of this Association, which committee shall correspond with the various state organizations, with the view of selecting a time and place for the state organizations to send representatives for the purpose of organizing a national association.

This resolution was adopted, and the following committee was appointed: E. R. Ulrich, Edwin Beggs and E. S. Greenleaf.

Upon motion the fixing of the compensation of the Secretary for the year just ended and for the ensuing year was referred to the Executive Committee with power to act.

The Secretary was instructed to have a revised copy of the constitution and a full list of all members of the Association printed, and to mail a copy to each member of the Association.

It was also moved that the Secretary be instructed to mail a copy to all the principal grain commission houses. After some discussion of this motion Mr. Hubbard moved that it be laid on the table, and his motion prevailed.

It was moved that any member of this Association who sells grain to any other member, and the buyer does not settle with the seller according to contract, the matter may be referred to the Association at the next meeting. Mr. McGuire moved to amend by making it the duty of the buyer to report to the Association if the seller violated his part of the contract in any way. He stated that while he moved the amendment he was opposed to the original motion and also to the motion as amended. The matter was discussed at length. Mr. Costello and others were opposed to the time of the Association being taken up with the discussion of differences of members' views on private transactions. W. H. Suffern moved to lay on the table and his motion prevailed.

It was then moved to adjourn to meet at 7 p. m. around the tables in an adjoining room, the bountiful spread being prepared by the ladies of the Episcopal Church. After partaking of the rich and well prepared banquet Toastmaster Crocker called the members to order and introduced J. A. Montgomery of Macon, Ill., who delivered an address of welcome in his easy, pleasant manner.

The list of banquet speakers was not as lengthy as in previous years. J. L. Clark responded to the toast, "What Will the Harvest Be?" "The Grain

"Trade" was proposed by E. A. Curtis, and Charles McGuire responded to the toast, "Where is My Hat?" They were happy speeches, and the crowd was kept in good humor.

The evening was pleasantly spent by the gentlemen after the banquet. The College Hill Mandolin Club furnished delightful music.

#### GRAIN DEALERS MEET AT COUNCIL BLUFFS.

The Graiu Dealers' Association of Southwest Iowa and Northwest Missouri met at Council Bluffs, Iowa, June 16. The meeting was called to order by President R. R. Palmer promptly at 7:30 p. m.

Secretary G. A. Stibbens read a paper outlining the objects of the Association. Short speeches were made by J. F. Barnard, of the O. & St. L. Railway; W. J. Davenport, of the C. B. & Q.; H. C. Miller of Omaha; M. T. Russell, Secretary of the Central Iowa Graiu Dealers' Association of Des Moines; F. P. Neal of Kansas City, R. R. Palmer of Creston, and several others. The general discussion excited a great deal of interest in the Association, and everyone went home fully satisfied.

It was decided to hold the next meeting at St.

Donell and T. J. McCormick, Stanton, Iowa; Riggs & McCafferty and N. S. Petrie, Kent, Iowa; Gault Bros., Cromwell, Iowa; G. F. Salyers, Strahan, Iowa; Wm. Greer, McPaul, Iowa; W. H. Eaton, Emerson, Iowa; M. Hennessey and G. A. Pierson, Orient, Iowa; J. M. Sliger, Phelps City, Mo.; Jerry Wilson, Conway, Iowa; J. W. Sexton, Bridgewater, Iowa; E. A. Scholz, Corning, Iowa; D. N. Dunlap, Fountaunelle, Iowa; W. J. Martin, Hancock, Iowa; R. J. Edmonds, Hawthorne, Iowa; H. A. Noble, Hamburg, Iowa; R. R. Palmer, Creston, Iowa; D. Hunter, Farragut, Iowa; C. W. Sheldow and W. H. Sheldon, Percival, Iowa; N. Hodgson, Omaha, Neb.; C. H. Harris, Bartlett, Iowa; E. C. Knapp, Sidney, Iowa.

The following track buyers were present: H. C. Miller, F. C. Hollinger, J. E. Thatcher and Geo. H. Lyons, Omaha, Neb.; F. P. Neal, Kausas City, Mo.; C. V. Fisher, Des Moines, Iowa; C. M. Boynton, Creston, Iowa; M. T. Russell, Des Moines, Iowa.

The following railway officials were present: W. C. Brown, general manager, Thomas Miller, general freight agent, C. M. Levy, superintendent Iowa lines, J. M. Bechtel, division freight agent, and W. J. Davenport, assistant division freight agent of the C. B. & Q.; and J. F. Barnard, receiver for O. & St. L. Ry.

The Secretary of the Association, G. A. Stibbens, was born in Butler County, Ohio, in 1856. At the age of 24 he went to Coburg, Iowa, was engaged as business manager for the grain firm of I. W. Brown, and still continues to serve in that capacity. He has been very successful as a local grain dealer and business manager, and enjoys the confidence of his patrons and the trade in general. He seems to be well qualified for the position of secretary, and has filled it with credit to himself and to the benefit of the Association.

#### NEW RULES OF THE MISSOURI INSPECTION DEPARTMENT.

The Railroad and Warehouse Commission of Missouri changed its mind regarding the amendment made some time ago to the rules governing the grading of grain in that state, and also made other amendments to go into effect July 1. They are as follows:

Amendment No. 1—The following new grade is hereby added to the rules relating to "Hard Winter Wheat."

Rejected hard winter wheat, all damp, tough, very musty, very smutty, trashy, dirty, damaged or thin wheat, falling below No. 4 hard.

Amendment No. 2—The article at the end of the rules relating to "Hard Winter Wheat," which provides that in case of mixture of hard winter wheat with soft winter wheat it shall be graded according to the quality thereof and classed as hard winter wheat, is hereby repealed.

Amendment No. 3—The rules relating to "Mixed Spring and Winter Wheat" are hereby repealed, and the following new rules enacted in lieu thereof:

##### MIXED WHEAT.

No mixtures of different kinds of wheat shall be allowed in No. 2 red winter wheat, No. 2 hard winter wheat, and No. 2 spring wheat. The same restriction shall apply to No. 3 red winter wheat, except that white winter wheat shall be allowed to be mixed with it.

All mixed spring and soft and hard winter wheat shall be classed as mixed wheat, and graded as follows:

No. 2 mixed wheat to be sound, dry and clean, and not to weigh less than fifty-nine (59) pounds to the bushel.

No. 3 mixed wheat to be sound and reasonably clean, and not to weigh less than fifty-six (56) pounds to the bushel.

##### REJECTED MIXED WHEAT.

All damp, tough, musty, very smutty, damaged or thin mixed spring and winter wheat falling below No. 3 mixed wheat shall be graded as rejected mixed wheat.

##### PROVISION FOR GRADING GRAIN INSPECTED INTO STORE PRIOR TO JULY 1, 1896.

All grain inspected into store, and for which warehouse receipts have been issued, prior to July 1,

1896, shall be inspected out of store under the same construction of the rules that applied prior to July 1, 1896.

"When the elevator men here," says the Kansas City Star, "were first apprised of this action they ridiculed the idea that the commissioners really expected to enforce such arbitrary rules, but when it was officially announced by the chief inspector they were very indignant and soon commenced to cast around to see what action was best to take to secure a fair and just inspection, as compared with other grain markets. Anyone familiar with the class of hard wheat which comes to this market knows that there would not be one car in 1,000 that could grade No. 2 hard under the new rules, for the wheat is mixed in the field with red and other varieties of wheat, also a large amount of red wheat comes mixed with hard wheat direct from the country. While the elevator men were trying to devise some way to secure a just and fair inspection the exporters stepped in and solved the whole question by making bids subject to their private inspection or seaboard inspection, which is governed by the same rules as have been recognized heretofore.

"It is a well-known fact that three-quarters of the wheat shipped out of elevators from here dur-



PRESIDENT R. R. PALMER.

Joseph, Mo. As yet the date has not been fixed, but will be soon.

The Association to date has been very successful. It has accomplished a great deal of good for the grain trade, and its officers hope to accomplish a great deal more. Track buyers and commission firms are in hearty sympathy with it, and promise to give their support.

The following resolution was adopted, and most of the members have already signed an agreement to act in harmony with it:

Resolved, That when it is ascertained beyond a doubt that any terminal house or track buyer is in the habit of purchasing of or quoting prices to irregular dealers, or is guilty of any act that is contrary to good commercial conduct or usage, it shall be the duty of the Secretary to notify such parties that no member of this Association will sell any grain to any parties addicted to such practices; and it is expected of every member of this society, after due notice from the Secretary, that he will not consider any bids from or sell any grain to such parties, until he receives notice to the contrary from the Secretary. It is also required of the Secretary that he request every member to sign a pledge to act in accordance with the above resolution.

Among the grain dealers present at the meeting were J. Auracher and J. Van Buskirk, Shenandoah, Iowa; G. A. Stibbens, Red Oak, Iowa; J. D. Robbins & Co., Hastings, Iowa; W. H. Chambers & Co., Hepburn, Iowa; F. M. Campbell, Randolph, Iowa; Vanschivack & Rickey, Griswold, Iowa; E. Bosley, Skidmore, Mo.; J. B. Samuels, Riverton, Iowa; Johnson & Davis, Rockport, Mo.; J. R. Harris, Northboro, Iowa; Mains & Reeve, Silver City, Iowa; Sam'l



SECRETARY G. A. STIBBENS.

ing the past twelve months has been sold on 'private or destination inspection,' and the elevator men say they will continue to sell subject to private or seaboard inspection and save the inspection fee, and that they will not ask for any concession from the railroad commissioners on their new rules."

#### CASH COMMISSIONS ON WHEAT.

The Receivers' and Shippers' Association of Chicago held a meeting lasting over two hours July 2, with E. P. Bacon, who represented the Milwaukee Receivers' and Shippers' Association, with a view to trying to secure a uniformity of cash commission rates for handling wheat. The Milwaukee rate is 1 cent per bushel, and the Chicago rate generally ½ cent per bushel. The Milwaukee people tried hard to make the local association see that it was for Chicago's interests to make the rate 1 cent, but the local association decided, after the long conference, to let the rate stay where it is, because conditions here are different from those in Milwaukee, and a 1 cent rate would be impracticable.

When Chicago grain commission men charge 1 cent a bushel on wheat they can depend upon the elevator men starting new commission firms to handle wheat for one-half that amount. The elevator men are opposed to grain being diverted to any other market by the actions of any class but those who hold it for storage charges.

## AN ENGLISH MARINE LEG.

English machinery is so heavy and cumbersome that we naturally expect to find their marine legs built on the same plan, hence it is somewhat of a relief to learn of one that is built with some idea of facilitating the handling of it and not for the primary purpose of using up all the lumber obtainable.

The marine leg illustrated herewith was erected for Peter Mumford of Vauxhall, England. One of its chief features is that it is arranged to swivel fore and aft of the boat or barge being unloaded, and is capable of elevating 60 tons of grain and upward per hour. It is raised and lowered by means of steel wire ropes worked by a power-driven crab fixed inside the warehouse.

The marine leg drops the grain into an extension round iron spout, and it quickly runs into the warehouse, where is another elevator to raise it to the top of the bins. The marine leg is equipped with strong steel chaisus and riveted steel buckets. A Liverpool journal calls it one of the latest pieces of quick discharging machinery for taking grain from barges, and says it is very efficient.

The derrick arms carrying the elevator may be raised or lowered at each end, which enables the elevator to be let down to a low position, and when not required in actual work it may be raised entirely clear from the barges, even at high water, and moved to the side of the warehouse, out of the way of any passing vessels.

## CLEAN BILLS OF LADING.

Our excellent contemporary, the Railway Review, which favors clean bills of lading for grain providing the elevator men will provide scales and let the railway agents keep the scales locked up except when they desire to weigh grain, takes exception to our remarks in the June number as follows:

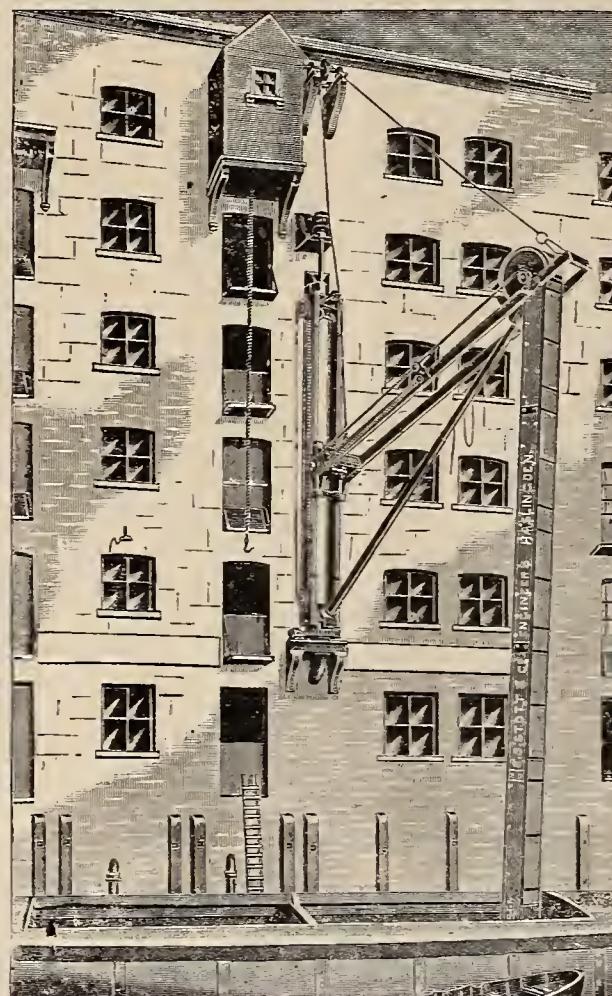
"The 'American Elevator and Grain Trade,' while indorsing the proposition that shippers are entitled to clean bills of lading, objects to the condition suggested as unnecessary. It holds that as shippers provide warehouse for storing and facilities for loading their own grain it would be a little too much to insist upon their providing a special kind of scale for the exclusive use of the local freight agent, and suggests that the Railway Review is impressed with the idea that 'all grain shippers are dishonest; railroad agents alone are honest.'

"Our contemporary does not appear to have exercised its usual fair mindedness or perspicacity in this matter. It is not believed that journal will claim that a railroad agent should give a receipt for a specified amount of grain simply upon the word of the shipper. The question is not one of integrity, but business. To demand a receipt without the possibility of requisite knowledge on the part of one who gives it would be the height of absurdity; and if given would be practically worthless. The prerequisite to a clean bill of lading is knowledge on the part of the railroad company as to the actual quantity delivered to it. As elevators are now operated at railway stations this is manifestly impossible and hence the necessity for providing some means whereby the difficulty may be overcome."

We have never claimed that the railroad agent should accept the word of the shipper, although every carrier of the surplus grain-growing territory daily accepts the weights of grain receivers at distant points on other lines, despite the fact that the shipper on their line reported a weight. It is much easier for a carrier to have faith in the honesty of a distant buyer who can always profit by reporting under the actual weight. But if the carrier will not provide scales of its own even when required by law (as in Illinois) to do so, or will not send its agent to witness the weighing of the grain, then it should accept the weight reported by the shipper and record the exact amount in the bill of lading. The suggestion that the elevator man buy scales, place them in his elevator, lock them up and give the key to the local railway agent is ridiculous. If there happened to be three or four railroads in town he would have to lock

up that many scales, and when he wanted to weigh his grain to satisfy his own curiosity or to learn how much he had on hand he would have to go out and borrow a pair of steelyards or buy another scale. Railroads accept the entries on the books of millers for the weights of their products placed in a car. Why will they not trust the grain dealer as far? After refusing to accept the elevator man's statement it is the height of insolence to request him to buy a special scale so that exact knowledge of the grain's weight may be obtained.

Our contemporary states farther that "It is probably true that as a matter of abstract obligation a railroad company would be obliged to furnish facilities for receiving, handling and loading bulk grain in carloads, but it is not to be obliged to receive such freight by the wagon-load and furnish storage until a carload can be accumulated. Because of this fact, the present system of dealers' elevators located upon railroad rights of way has been developed, as a kind of compromise, and under this system certain practices designed to accommodate the shipper in



AN ENGLISH MARINE LEG.

the sale of his grain have been instituted. Among such practices are what is known as 'track delivery,' the 'holding out of grain for inspection,' the delivery to elevators on other tracks than its own, etc."

The charters of all the railroads and the laws of many of the states provide like Illinois as follows: "They [the carriers] are hereby required to build and maintain depots for the comfort of passengers and for the protection of shippers of freight." The fine for each day's neglect is only \$50 in Illinois, but is probably heavier elsewhere. No distinction is made between freight of different kinds or quantities, all must be accommodated.

The existing system of country elevators was not established by the elevator men because the railroad company did not have to do it, but because most of the carriers preferred not to do so. The Lake Shore & Michigan Southern, which has country elevators of its own, is one notable exception. In the beginning the carriers recognized the fact that the elevator men were providing freight houses with their own money and they allowed them a handsome rebate on every 100 pounds shipped from their elevator. Until quite recent years the majority of the country elevator men were receiving 1 to 5 cents rebate. Even last year elevator men were offered rebates providing they would erect houses.

If it is not incumbent upon a rail carrier to provide freight elevators for bulk grain, why have the

Illinois Central, the C. R. I. & P., the Chicago & Northwestern, the C. M. & St. P. and the C. B. & Q. Railroads erected large freight houses for storing bulk grain on their rights of way in Chicago and leased them to private corporations to operate as public elevators? Every traffic manager who has given any study to the subject knows that his road could be required to provide facilities for receiving, storing and loading bulk grain. "Track delivery" is truly a great concession on the part of the carriers, as it relieves them of the necessity of providing facilities for unloading and storing. In every market where state inspection has been established the carriers are required by law to hold out grain for inspection. If they did not hold it out what would they or could they do with it? they have no freight depot for it. It has always been admitted that carriers are remarkably accommodating when they have to be. The remarks of our contemporary on this subject are somewhat of a digression from clean bills of lading, but it is of equal importance to the elevator men, so we have taken occasion to reply to it.

It again takes up the subject of honest bills of lading and says:

"Clean bills of lading are a desideratum, but the question for shippers to decide is whether they are willing to provide such conveniences and make such sacrifices of present facilities as are necessary to secure them. If so, the first thing to be done is the supplying of some means whereby the railroad can ascertain the exact quantity loaded in the car, and the second will probably be the surrender of certain terminal facilities which are supposed to be of advantage in the way of sale."

This is truly an honest argument. If the country grain shippers were foolish enough to provide special scales for carriers to weigh grain, they would soon be called upon to make sacrifices that would enable them to provide other railway equipment such as track scales for weighing all freight, and they can rest assured that the carriers would continue to ask for additional facilities as long as they did not protest and refuse. To secure clean bills of lading, "the first thing to be done is the supplying of some means whereby the railroad can ascertain the exact quality loaded in the car." The brilliant intellect which conceived such a monstrous proposition has a good eye for the whole thing and more. Any carriers' agent is welcome to go into any elevator and see the grain weighed into the shipping bin or even weigh it on the scales the elevator man provides for his own use. If those scales are not good enough for the carrier, then it should provide a scale that suits it at its own expense.

As a greater discouragement to those who ask a receipt in full for their property, the Review says: "There is another thing which may possibly have a bearing upon this controversy. It is not altogether certain that a railroad company is obliged to issue any bill of lading whatever for property delivered to it for transportation."

When the railroads desire to start a losing fight, they should refuse to give a bill of lading. Shippers (the first party to such contracts) would make them dance one of the liveliest jigs. It is nonsensical to suggest such action. Law and custom forbids it, as well as the carriers' own convenience in tracing freight.

Receipts in full for all grain received must be given if the grain shipper is ever to be protected against the heavy shortages which now occur. His profit is becoming so small that the shortages offset it and absorb part of his capital. When he has nothing left the carrier will have the growers to deal with, and they will present their grain to the local freight agent for shipment. Then the little shed, by courtesy called a freight depot, will groan under its load. Extra hands will be employed to keep track of and load it, and the traffic managers will sigh for the return of the foolish elevator man, who provided his own depot, handled all this freight for them gratuitously and accepted a dishonest bill of lading without even protesting.

Reports indicate a fair yield of rye in most sections of the West.

### A NEW STEEL ELEVATOR FOR NEW YORK HARBOR.

The destruction of several large grain storage elevators during recent years, and the burden of heavy insurance charges has served to make the elevator man give more serious consideration to the construction of fireproof grain elevators than he would have done otherwise. He is also increasing his facilities for extinguishing fires in their incipiency. As a result of his building steel elevators, which relieve him of the necessity of insuring against fire, and the equipping of his elevator with better fire extinguishing apparatus, the insurance rates may rightly be expected to decline.

A large number of steel storage tanks have been erected in different parts of the Ohio Valley for millers, and a few elevator men have erected small houses. The first large steel elevator to be started is that of the Bush Company, Ltd., of New York, which is illustrated herewith. It will be some time before this elevator is completed, but the cut, which was made from the designer's drawing, shows it as it will appear when completed. Plans for a steel

cars directly to ocean vessels, with but one handling.

The power plant will be of brick and steel construction. Two water tube boilers will generate steam for two engines, that can be run separately or in tandem, to drive dynamo, passenger elevator and grain handling machinery. Owing to its location, the Bush Company will have unexcelled facilities in New York harbor for storing or handling grain of all kinds, either for export or local use.

### OATS.

Dr. Sturtevant says that this grain is not mentioned in the scriptures, and hence it would seem to have been unknown in Egypt and Syria. The true native land of the common oat is given as Abyssinia, by Pickering. Unger says its native land is unknown, although the region along the Danube may pass as such. Lindley says it is unknown, but thinks the common oat is a domesticated variety of some wild species, and it may be not improbably referred to a species found wild in grain fields throughout Europe; while Professor Buckman thinks it probably

the Pennsylvanian in 1785, the fan-leaved from Switzerland in 1791. In Scotland the oat has long been a bread grain, and about 1850 Peter Lawson gave 40 varieties as cultivated. This cereal was sown by Gosnold on the Elizabeth Islands, Mass., in 1602, is recorded as cultivated in Newfoundland in 1622, was grown at Lynn, Mass., in 1629-33. It was introduced into New Netherland prior to 1626, and was cultivated in Virginia previous to 1864. The Egyptian or winter oat was known in the South at, perhaps, 1800.

In 1880 thirty-six differently named kinds were grown in the state of Kansas alone. The oat grows in Norway and Sweden as far north as 64° to 65°, but is scarcely known in the south of France, Spain, or Italy, and in tropical countries its culture is not attended to.

### GRAIN PAWN SHOPS FOR GERMAN FARMERS.

The Deutsche Landwirtschaftliche Presse states that a proposal has been laid before the Prussian Parliament for the extension of the railway system of that country and for the erection of agricultural grain depots. The proposal involves the expenditure of £2,916,000 for the creation of new railways and rolling stock, of £400,000 in aid of light railways, and of £150,000 for the construction of grain depots, or £3,466,000 in all.

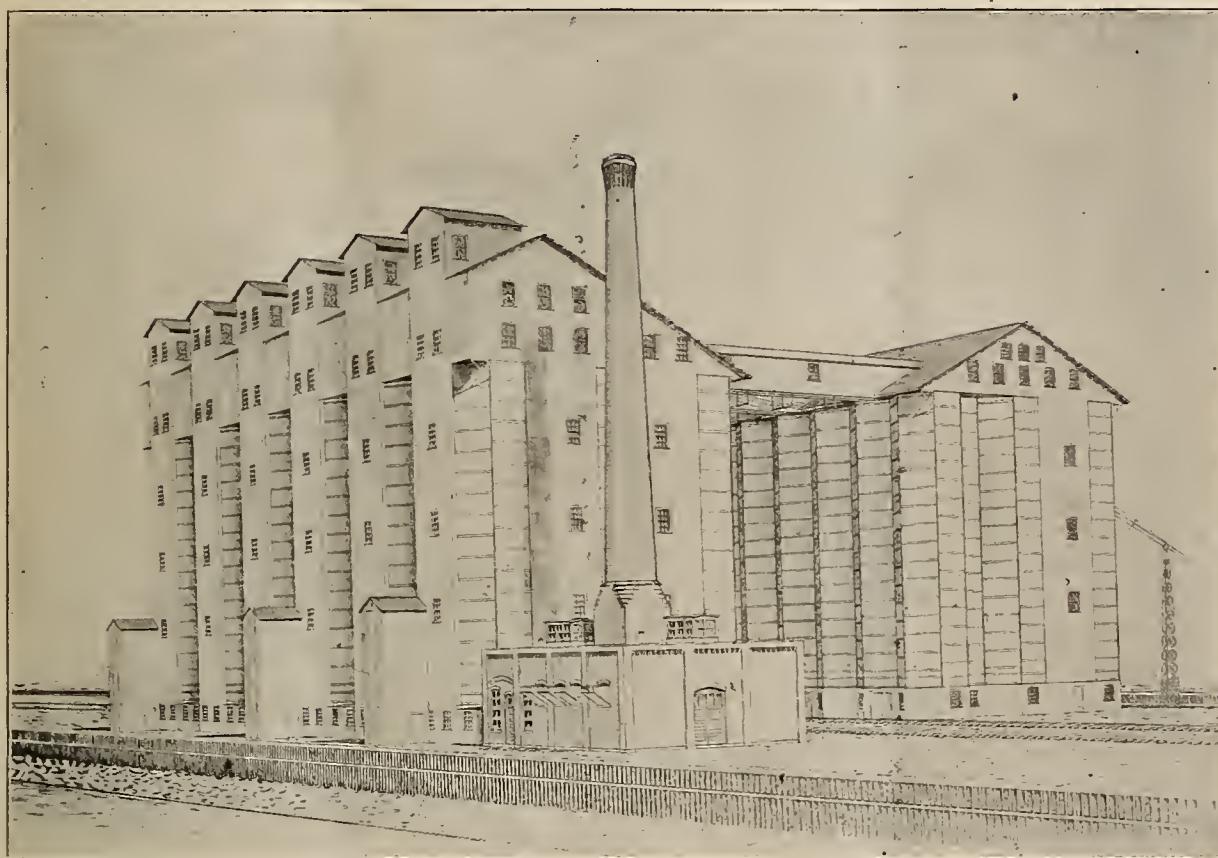
The fall in the price of cereals is attributed, not only to the large quantity of foreign corn on the market, but also to the imperfect organization of the supply and of the methods of storing the home produce in Germany; and it is with the view of remedying this latter defect, and of creating associations for the sale of corn, that the above measure is brought forward. It is stated that the usual practice of storing corn in granaries, necessitating hand-work, as compared with the American system of elevators, which allow of the use of steam, places the German grower and seller at a disadvantage in dealing with the wholesale trade; besides which he can only offer small quantities of very variable kinds of grain, whereas the merchant can rely upon obtaining any quantity of a uniform article from abroad.

The chief merits of these proposed grain depots are claimed to be: the greater possibility of offering a good, uniform, and easily salable article by drying, cleaning, and grading the corn brought to the depots; the regulation of the price by placing on the market only such a quantity of corn as will suffice to meet the actual demand (i. e., by withholding a portion of the supply); the opening of a sound system of credit for the farmers to the value of the amount of the corn stored; and the cheapening of trade charges and cost of transport by selling through the medium of the depots.

### EXPERIMENTS WITH FLAX.

A bulletin has been issued from the Central Experimental farm at Ottawa, by Dr. Saunders, dealing with the cultivation of flax. It is stated that the dry western climate is not favorable for growing flax for the fiber, as the latter is reduced both in quantity and quality, as compared with the article grown in the eastern part of the continent. In the east flax is grown largely for the fiber. One of the claims put forth for flax is, that it can be grown on breaking the first year, thus giving the farmer a crop the first season. Tests were made at the Manitoba experimental farm as to the quantity of seed to be sown per acre. From 40 pounds of seed per acre, 19 bushels and 26 pounds were obtained; from 70 pounds per acre 20 bushels per acre were obtained; and from 90 pounds of seed per acre, 20 bushels 50 pounds of seed were obtained. Dr. Saunders does not think that flax is much more exhaustive to the soil than a good crop of wheat or oats, and in a rich soil the difference would be scarcely perceptible.

The first car of new crop rye reached Chicago July 2, coming from Illinois. The quality was good, grading No. 2, and sold at 30 cents. Last year the first car was received July 8 and graded No. 3.



STEEL ELEVATOR DESIGNED FOR THE BUSH COMPANY, LTD.

elevator were submitted by a number of builders and engineers and the plan of S. P. Stewart & Son of Bowling Green, Ohio, was accepted by the Bush Company.

The elevator will be erected on a pier in South Brooklyn, which is very long and 260 feet wide. On each side is a slip. One is wide and deep, made for the accommodation of ocean steamers, the other is much smaller and shallower for canal boats and lighters, which will bring grain to the elevator.

The elevator will be built in two sections, with a trackway between them, as is shown. It will have three marine legs to unload canal or other boats, two tracks for cars, and six spouts to load ocean steamers. Three boats and six cars can be unloaded, and two ocean steamers loaded at the same time. The storage capacity of this house is 2,040,000 bushels; and the handling capacity is proportionately large. The 120 steel storage bins are hexagonal and 80 feet deep. The bin work will be of steel plate, supported on steel columns that rest on heavy masonry. A large amount of piling will be necessary to support the building, yet it is claimed that it will not be as heavy as it would be, were it constructed of iron.

There will be six conveyor belts below the bins, and six above with a reversible cross-belt. All of the grain handling machinery will be of the usual style, no air will be used in conveying the grain.

Grain will be transferred from canal boats and

the original species, as in eight years of cultivation he changed this plant into good cultivated varieties.

Unger says the Celts and the Germans, as far as can be ascertained, cultivated it 2,000 years ago, and it seems to have been distributed from Europe into the temperate and cold regions of the whole world. It was known to the Egyptians, Hebrews, Greeks and Romans. De Candolle, however, writes that the oat was not cultivated by the Hebrews, the Egyptians, the ancient Greeks, or the Romans, as now only cultivated in Greece as an object of curiosity, and is not cultivated for human food in India.

The plant is noticed by Virgil in his Georgics, and would seem to indicate that its culture was known. Pliny mentions it. Hence it is probable that the Romans knew it principally as a forage crop. Pliny says that the Germans used oatmeal porridge as food. Dioscorides and Galen make similar statements, but the latter adds that although it is fitter food for beasts than man, yet in times of famine it is used by the latter. From an investigation of the lacustrine remains of Switzerland, Heer finds that during the Bronze age oats were introduced, the oat grain being somewhat smaller than those produced by our existing varieties. Turner observes in 1568 that the native oat grew in Sussex, England.

The bearded oat was brought from Barbary and was cultivated in Britain about 1640, the brittle oat came from the south of Europe in 1796, the Spanish oat was introduced in 1770, the Siberian in 1777,

## THE SONG OF THE SPECULATOR.

I stood near the pit at mid-day.  
As the clock was marking the hour  
Of twelve, and the roar of the traders  
Went up with a mighty power.  
I remembered, how often.  
In the days that had gone by.  
Had I stood in the pit at mid-day.  
And heard that well-known cry.

How often: then how often:  
When a five or ten I bought.  
I wished I had only sold them.  
As the market rallied not:  
My bank account was slender,  
And my life was full of care.  
For the margins they called from me  
Were greater than I could bear.

But now these calls for margins  
Disturb my peace no more.  
I never buy a bushel  
Without selling it before:  
And I think how many hundreds  
Of care-encumbered men  
Each buying wheat, because 'twas cheap.  
Have stood in the pit since then.

With apologies to the *Produce Exchange Reporter*.

## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

## SHIPPING AT TACOMA.

*Editor American Elevator and Grain Trade*:—According to the report of the harbormaster of the port of Tacoma, Wash., for the month of June, the total exportation of breadstuffs was as follows: Wheat to Africa, 52,476 bushels, valued at \$49,065.10; flour to Japan and China, 24,926 barrels, valued at \$79,025. The inward registered tonnage was 41,633, inward cargoes 4,623 tons; outward registered tonnage 45,706, outward cargoes 52,560 tons. The deep sea arrivals were 33, departures 36.

SAMUEL COLLYER,  
Secretary Chamber of Commerce.  
Tacoma, Wash.

## ASSOCIATION GROWING RAPIDLY.

*Editor American Elevator and Grain Trade*:—The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri is doing fine work. We have weeded out all of the scalping element, stopped a number of local fights, and are bringing the buyers closer together every day.

We will extend our organization over all C. B. & Q. territory as far east as Chariton, and hope that by fall we will have all the legitimate grain buyers working with us. We now have in our association all but a few of the dealers in the territory we cover at present. Those who are still outside are coming in every day.

Our meeting at Council Bluffs, Iowa, on June 16, was well attended, and good feeling prevailed among those present. The association will hold a meeting at St. Joseph, Mo., probably in September or October, for the purpose of awakening the interest of Southern buyers in our organization.

Yours,  
W. H. CHAMBERS.  
Hepburn, Iowa.

## LIABILITY FOR DAMAGE FROM LOCOMOTIVE SPARKS.

*Editor American Elevator and Grain Trade*:—I wish to refer again to the liability of railroads for damage to elevators from fire caused by sparks from locomotives. On page 457 of the June issue of the "American Elevator and Grain Trade" you cite the case of *Griswold versus Illinois Central R. R.*, and show that the Supreme Court of Iowa held that the lease was void as to clause relieving the railroad from liability for its own negligence. This was true, but subsequently the Supreme Court granted a new hearing, therupon reversing its first decision and deciding that the railroad company was not liable for damages incurred by fire; that is to say, the court held that the clause in the lease releasing the railroad from liability for fire caused by sparks from a passing locomotive is valid.

In a case against the Wabash Railway, for a loss at Williamsport, Ind., before Judge Wood in the United States Court, after hearing two arguments and holding the same under advisement for some

time, he finally decided that the provisions of the lease protected the railroad company.

These decisions are the reverse of what we want, but it is better for us to have the facts, though they be "melancholy facts."

Yours truly,  
E. S. GREENLEAF.  
Jacksonville, Ill.

## AN ANONYMOUS LETTER.

It is our practice to ignore anonymous communications, but we have recently received one in which this journal is attacked in a manner too amusing to lay it in the waste basket, so we publish it here-with. It follows verbatim et literatim:

Minnesota  
July 1st, 96

American Elevator  
Grain & Trade

Dear Sirs

Iu a late copy of your paper you attack H. H. Car. & Co. In ambush behiud too iuital letters. H. & T. In a miserale contemptable dispizable low lifed sneaking way. Far below any man of principle or honor, and for the same you deserve in hel to roast yours

T. & H.

P. S. dont think for a minute, that you hurt H. H. Car & Co buisness here. how about H H Cars & Co reference & past dealings

The very conscientious gentleman, who exhausts his vocabulary in a vain attempt to denounce the publishers, to his own satisfaction, was so greatly worked up over the matter that he forgot to send us his name as an evidence of his faith in the veracity of his own communication. However, it is very evident that he does not stand in with the postmaster where he gets his mail, as that individual in canceling the stamp-printed on the envelope in very clear letters the following:

Luverne  
Jul.  
6  
1896  
Miu.

Publishers of list books or the commercial agencies have not discovered any firm at Luverne whose initials are T. & H., so the "Farmer's Friend" must have a friend in the rural districts. We trust if he has any more communications to make to this journal he will send his name and address to the editors as H. & T. did.—Ed.

## GRINDING SEEDS FOR FEED.

*Editor American Elevator and Grain Trade*:—I noticed an article in the June issue of your journal regarding the violation on the part of Manitoba elevator men of the "noxious weeds act." So far as I know there is no such law in the United States, at least I have not run up against it; but nevertheless feed grinders should avoid sending out feed which contains seeds of noxious weeds whose germinating power has not been killed. Such feed fed to cattle will be passed whole, and being scattered with the manure might prove injurious to the farmer's crops and indirectly unprofitable for the grinder of the feed.

If a farmer finds he is getting such seed he will be inclined to undertake his own feed grinding, when he would have done better to have left it to others. The farmer may get a good feed mill, but nine times out of ten it will be run by someone wholly incompetent to grind properly or to take proper care of the machine. Even when the farmer's machine becomes practically useless for good grinding he will stick to it merely for the preference of doing himself much injury rather than having someone else do him a little, or he will refuse to pay enough to secure thorough grinding.

It will pay a country elevator man to carry on a feed business. An increase of our small profits is a consummation devoutly to be wished. The first consideration is to set up a good feed mill, and have someone in charge of it who thoroughly understands its operation and how to keep it in good working order. Farmers, through an idea of economizing and doing quick work, overcrowd their feed mills. Elevator men should not commit the same error. The amount of stock fed to the mill should be regulated so that the smallest seeds, as well as the larger grains, will be well ground and their germinating power destroyed. It is profitable to

grind feed, for it serves as an outlet for screenings and grain of an inferior quality, which could not otherwise be so well disposed of. But the consumer's wishes must be observed.

J. P. T.

## GRAIN SHIPPERS' ASSOCIATION OF NORTH-WEST IOWA WILL MEET.

*Editor American Elevator and Grain Trade*:—The annual meeting of our Association, for the election of all officers, will be held at Sioux City, Iowa, Tuesday, July 21, 1896, beginning at 9 a. m. Dealers will report at the Mondamin Hotel, and learn the place of meeting. This will be by far the largest, and one of the most important meetings in the history of our Association, as we now number more than 110, and still others are coming with us. Please mark down the date, and arrange to sidetrack all other business so as to attend this meeting.

This call is made under section 12 of our by-laws, aud by order of the Executive Committee.

It is expected that, if possible, one of our attorneys will meet with us. A full report will be made by all committees and officers.

Bring your friends with you. The date was changed to Tuesday, July 21, 1896, on account of the Republican State Convention.

There is nothing new to report in the suits for overcharges. We are still getting additions to our Association, and we expect to win in this contention. We expect our annual meeting to be the largest meeting we have ever held. By that date we shall number right close to 120 members, and will be, I think, the largest association in the United States. If the value of a commodity has anything to do with the rate of transportation these markets are making evidence fast enough for us. However, we do not think that we require any such calamity as present prices to fully substantiate the merit of our actions. Thanking you for your kindly interest in all our work, I am

Very truly yours.

F. D. BABCOCK, Secretary.  
Ida Grove, Iowa.

## THE KANSAS GRAIN INSPECTION.

The Kansas grain inspection departments seem to be very much muddled as to their rights, and even a decision of a learned judge has not served to set them entirely right in the matter. When the Argentine board was organized, about three years ago, a fight was at once started between it and the Kansas City, Kau., board, which has been going on ever since.

Last January State Grain Inspector A. C. Merritt attempted to discharge T. J. Holdridge, the inspector for the Argentine Board of Trade, but he would not go. When the Argentine Board of Trade, which seems to be an organization started and maintained for the profit it can get out of the grain inspection department, reappointed him, Chief Grain Inspector Merritt refused to confirm the appointment. The case was taken into the courts and finally Judge Alden, of the District Court, decided that the local board is the only constituted authority to appoint its inspectors, and the state inspector must confirm them. The Argentine Board of Trade has more business placed to its credit for the last year than any other in the state, and the members are highly elated over the decision, which they claim could not have rightly been otherwise.

The Kansas law must be very weak if the head of the department cannot remove or keep out of the inspector's office men who are known to be incompetent, and no time should be lost in having it amended or declared unconstitutional.

Our good friend, the editor of the Toledo Market Report, seems to be sorely pained by the recent slump of the markets. In a recent number he wrote as follows: The wheat markets have mysterious if not devious ways that are shady, if not dark. Today they seem to have turned into a merciless and vindictive mood. They were not content to give the bulls a little velvet in the deal without turning and reeling them. It is a Waterloo defeat, and we have no words to express our grief and sorrow.

## QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

## No. 1. Burning Cobs; Spouting Chaff.

What to do with screenings which cannot be used in feed, is a problem which gives most elevator men more or less trouble. If steam power is used to operate the elevator, the question of disposing of refuse consisting of corncobs, straw, chaff, etc., is quickly solved; burn it. But where gas or horse power is employed it is different. Sometimes the accumulation of cobs is very large, and when straw and dust are added it becomes a great inconvenience. When I was running a steam elevator I had all such stuff spouted to the boiler room and burned it for fuel. Now that I use a gas engine I spout it outside of the elevator. But the trouble is to dispose of it when there. A pile of such rubbish near the elevator adds to the danger of fire. If anyone has a method of burning corncobs, etc., I would be obliged for information through the "American Elevator and Grain Trade." I had considerable trouble in spouting the dust, straws, etc., from the cleaners until I adopted a plan shown in the accompanying drawing. A spout is easily choked with such stuff, and to obviate this I put a sheet of tin in the bottom of the spout. The tin curves at the corners and extends a few inches up the sides. The flow of the material is greatly accelerated.—COUNTRY ELEVATOR MAN. [If our correspondent will put a reading matter advertisement in his local paper, his pile of cobs will become a source of revenue instead of worry. If the cooks of his town knew that he wanted to dispose of the cobs, they would insist upon having them this hot weather. They make a hot fire quickly and the fire dies out in a very short time.—Ed.]

## FUTURE TRADING.

Mr. Denison B. Smith is the secretary of the Toledo Produce Exchange. As such officially and personally, he has always heretofore opposed any legislation looking toward the limitation of option trading. He was one of the foremost opponents of the Washburn bill, and fought it with characteristic energy. The Washburn bill was killed, and such respectable and excellent men as Mr. Smith were the means of its destruction. The clamorous gamblers with their wheat-pit tactics were powerless to save their principle from annihilation, and had it not been for the active and intelligent work of such men as Mr. Smith, who opposed the bill from the standpoint of legitimate business, backed by misguided millers and misinformed bankers, future trading would, long ere this, have been brought under governmental control.

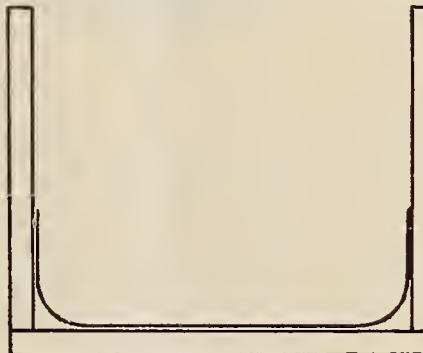
The Washburn bill was killed, but time passed on, legitimate trade went from bad to worse, and to-day Mr. Smith, once a forcible supporter of the present system, reverses his opinion and frankly owns his error. Mr. Smith says: "Why has wheat declined? That is the burning question. My solution of it is that the great army of short sellers—wind dealers—has done it. We have sold down our market and dragged down Liverpool with it. The wants abroad would have been the same, and our exports the same at a range of 10 cents higher prices. The facilities for short selling are too easy, and their name is legion who now stand on that side ready to pound wheat. I have advocated, very earnestly, the present system of trading, but it is quite obvious to me now that a reform is necessary."

It takes a strong man and a courageous one to reverse an opinion to which he has previously committed himself, and Mr. Smith, in the foregoing, demonstrates that he is such a man. He differs from most of the old supporters of the institution of future trading in being manly and frank enough to come out squarely and go on record as being opposed to what he now realizes is a wrong principle. Many another former enemy of anti-option legislation, learning the lessons of the last few years, has

suffered a change of heart. Few of them, however, are willing to openly acknowledge it. That anti-option sentiment has gained enormously since the Washburn bill was defeated, among people who count—millers who depend for a living on flour making and not wheat speculation, grain handlers who handle grain and not wind, flour buyers guiltless of "taking flyers," and commercial journals not dominated by the gamblers—is undoubted.

Such journalistic wiseacres as Bradstreet's, ignorant of the true workings of future trading, because ignorant of all western grain manipulation (and in the west—not in New York—the iniquitous system was and is doing its worst work), such theoretical reasoners as this opposed anti-option legislation bitterly. We cannot recall a single trade journal which was independent of exchange influences enough to favor the Washburn bill. The grain men fought it, the millers almost without exception, opposed it, and the bankers coached, and put into line by powerful grain and milling interests, protested against its passage, most vehemently. All the commercial bodies handling wheat or flour resolved against it, appointed committees to go to Washington and fight it and stood firm in their strenuous protest against any interference with their precious privileges.

The bill was killed, and great was the exultation thereat. The tickers ticked merrily, the wheat pits sang together in joyousness, the wheat men smiled, the bankers rubbed their hands gleefully, expectant of increased profits, the millers were complacent, the trade press congratulatory, the daily press self-laudatory, the exchanges satisfied, the gamblers happy



SPOUTING FOR CHAFF.

and the poor, fragmentary human remains which infest the bucket shop thought that, at last, they had done something truly great. The Washburn bill was dead! There was to follow an era of tremendous activity and profit, and everybody would be on the right side and have money to burn.

Some way, the prosperous era in wheat and milling circles delayed its coming. Various reasons were given for this, but among them, fortunately, could not be named a curtailment of option privileges. These were untrammeled, unchecked and abundant. The market was free of all threatened legislation. It was left to take its course in obedience to that lovely principle of which we heard so much when the Washburn bill was under discussion—the "principle of supply and demand"—that is, the gambler's idea of supply and demand, whereby, for the natural commodity, was substituted an imaginary one, Wind wheat was permitted to go ahead and work out its beautiful destiny. It has done so, and the farmers, the millers, the legitimate grain handlers and the bankers have paid its cost, in tears and treasure. Having destroyed its usual prey, the demon of option trading has turned on its own children and eaten them. Even the speculative exchanges have been reduced to the last gasp, and still we have unlimited and unchecked future trading.

Finally, and at last, men who think and reason and who have something still left to protect against the option fiend are beginning to admit their mistake and are coming to believe, with the advocates of reform, that future trading in wheat is the chief cause of the trade's condition—the ruin of legitimate business. The banks have learned their lesson and paid for it dearly. As the receding wave of financial ease went out, it uncovered, one by one, the enterprises which had erstwhile floated gaily on the sea of commerce and showed the holes in their construction. As they foundered, the banker ruc-

fully observed that wheat speculation, the privilege of which he had mistakenly defended with all the strength of his influence and power, was responsible for the leaks. Of all the flour mill failures which have occurred since 1893, scarcely one but can be traced, for the cause of its downfall, to the privileges of the option market. The bankers were misled into supporting that which, had they really known it, was the most frequent and potent cause of failure and loss in existence, and, therefore, their worst enemy. The banks which have survived will scarcely object to an anti-option bill to-day. The millers have seen their industry made the sport of Chicago wheat gamblers, and they have learned their lesson. The wheat men have seen their profits dwindle under the present system, and they do not defend it very vigorously.—Northwestern Miller.

## DOTS. AND. DASHES

The annual Grain Palace will be held at Aberdeen, S. D., October 5 to 10.

The Grain Shovelers' Union of Buffalo has won the strike for an increase in wages.

It is reported that a large blind pool is being operated in New York City. None but blind or near-sighted fools will go into it.

Bulletin No. 44 of the Illinois Agricultural Experiment Station treats of all known insect injuries to the seed and roots of Indian corn.

Warehousemen of New York City propose to organize an association for the purpose of protecting themselves in the matter of negotiable receipts.

The interior speculator should bear this fact in mind—a trade made in a bucket shop has no effect on the legitimate market, but it is sure to have a depreciating effect upon his purse.

If the corn and oats crops of 1896 should be a duplicate of those of 1895, the Western railroads will be compelled to reduce freight rates to assist the farmer in obtaining at least the cost of transportation.

A Nebraska farmer is reported to have committed suicide because his wheat and oats crops were so immense that he could not take care of them. There is not likely to be an epidemic of suicide from like causes.

Henderson & Fullington, dealers in grain and hay at Marysville, Ohio, write us: "We inclose \$1 for the 'American Elevator and Grain Trade.' We always look forward to its coming, and glean much of value from each issue."

L. M. Bliler, who is charged with running a bucket shop at Kansas City, Mo., was recently arrested on a state warrant for violation of the state law in regard to pool rooms and gambling. The authorities intend to try to get him before the highest court for trial.

Broom corn, which is becoming a staple in the arid regions in Western Kansas and Nebraska, is being sought by Australia. A firm in Sydney has contracted with T. M. Walker at Alton, Kan., for 200 tons. It will be shipped by rail to San Francisco and then by Pacific steamer.

The first cargo of delinted cotton seed ever exported from the Atlantic seaboard was shipped from Wilmington, N. C., June 13, by the American Manufacturing Co. It was shipped by the Seaboard Air Line. It is stated that the company will export 100 tons a day commencing October 1.

The assessors of Superior, Wis., have been notified to place upon the tax rolls for four years back the Great Northern Elevators, which have escaped taxation under the railroad exemption law. The complaint alleges that the elevators are public because they handle grain for everybody. The amount involved is about \$80,000.

The Baltimore elevators have reduced the charges on oats destined for export to 1 cent for 20 days' storage, including loading out, and one-quarter cent for each succeeding 10 days. The former charges were  $1\frac{1}{4}$  cents for 10 days, and one-quarter cent each additional 10 days. The grain elevators at Philadelphia have made the same rate.

### THE IMPROVED WITTE GAS ENGINE.

As the result of many years' experience the Witte Iron Works Co. of Kansas City, Mo., presents its Improved Gas Engine to the trade. After having tested in extreme cold and warm weather the new valve, mixer and other improvements on their gasoline engine, the manufacturers are now placing them on the market, confident that they have an ideal motive power for elevators. Their experience has been such that they can estimate very closely on complete elevating and feed grinding plants, and they send the engine on trial and guarantee it for one year.

We illustrate herewith the Improved Witte Gas Engine and also the cylinder head with the new valves. The cylinder of the Witte Engines is extended several inches at the front, by which a longer bearing for the piston is obtained. These cylinder heads are detachable, are very strong and water jacketed. The valves are all vertical, of the plain poppet round style, made of one piece of steel. In the illustrations all the working parts of the engine are in plain view. This engine uses raw liquid direct from the main tank.

This style of the Witte Engine has now been in successful operation for over three years. There are said to be many of them in the elevators and small mills of Illinois, Indiana, Wisconsin, Missouri, Kansas, Iowa and Nebraska. Catalogues "E" and "G," together with all necessary information, may be had upon applying to the manufacturers.

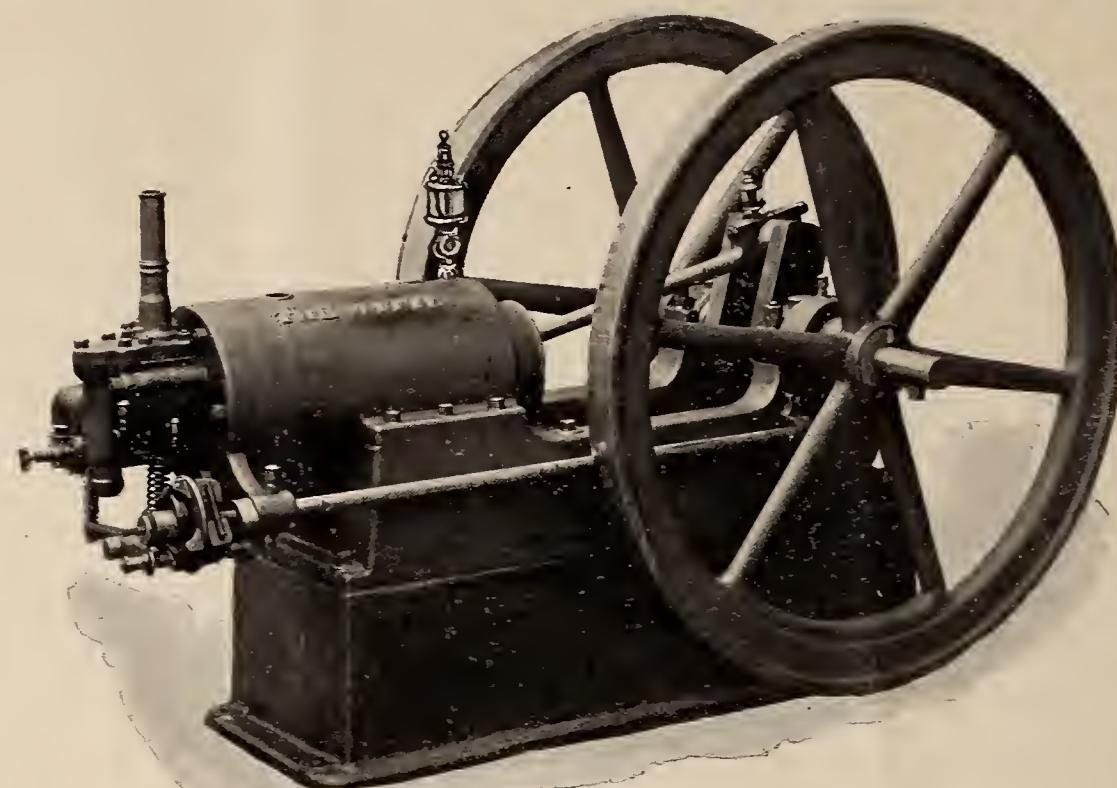
### GOVERNMENT CROP REPORTING.

It is noticed all through this crop season that there is something lacking in details with the weekly crop reports of the weather bureau from all states. In that respect they convey very much less of facts than they did last year, and in many previous years, since the system was inaugurated. It is so with the report of all states. In a few, the reports on crops never amounted to much, but the Minnesota report was a most excellent one all

Michigan referred to, which is one of the best of the whole lot. Last year these reports stated in specific terms the condition of the grain, whether the yield was large or small, the quality good or bad, and gave a detailed description of the situation in all respects. From such a report useful information to anyone interested in any crop was

### ALLEGED SPECULATIVE SYNDICATES.

The country is being flooded at present with circulars sent out by parties in New York, Philadelphia, Washington, Chicago, St. Louis and other cities representing that they have special facilities for obtain-



THE IMPROVED WITTE GAS ENGINE.

obtainable. Now, on the other hand, the principal information given is that the fall crops are put into the ground in the autumn, while the spring crops are put into the ground in the spring; the harvest commences after the crop is ripe, at various times during the season as the work progresses from south to north, and that thrashing takes place after harvesting, and is generally completed before

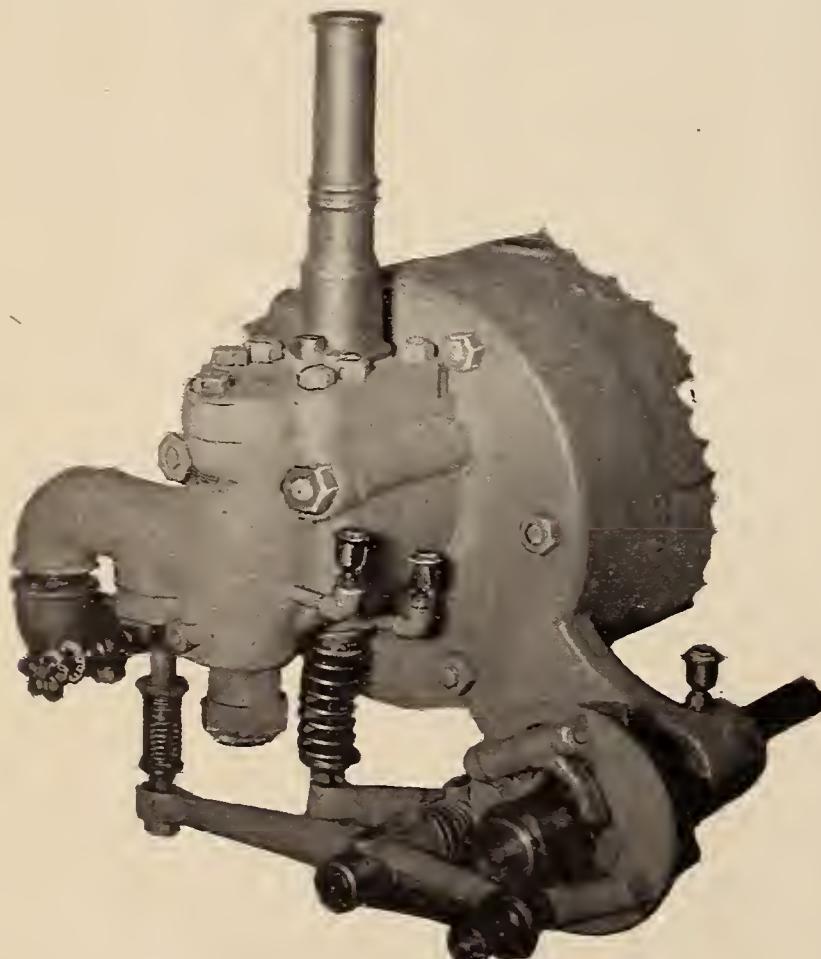
ing information regarding the condition of railroad stocks, the outlook for the crops, and more particularly what well-known leading speculators are doing, or are going to do, therefore they are in a position to make profitable investments for outside parties who have sufficient confidence in them to entrust them with their money.

These statements are false, as a rule, and the scheme is generally a swindle. Most of these concerns call for only small amounts of money for a trial—say \$50 or \$100—and in many instances they agree to make a profit of \$10 per month on an investment of \$50. If they can induce some party in a small town to place \$50 with them, they usually pay that party \$10 per month for two or three months. This is done in order that the alleged profits of the scheme may be circulated and others induced to invest their money and obtain these same profits.

If 20 or 30 individuals are willing to forward \$50 for investment, the schemers can afford to pay a monthly dividend of \$10 for two months, and then they will probably send out a letter theorizing on the uncertainties of speculation and announcing that while the manager is sorry, he reluctantly admits that he has made the investment for them to the best of his ability, and that it has proved unprofitable—to speak plainly, their money has been lost—it goes into his own pocket.

He may make one trade with the intention of losing—and a duplicate statement of this one trade all made out in due form, is forwarded to each individual investor. The result is that parties are virtually swindled out of their money, and after being duped are so disgusted and ashamed of their procedure that they are unwilling to say anything about it.

Parties in the interior should avoid all these schemes. A little common sense should enlighten one that if anybody has a scheme that will yield a profit of \$120 per annum on an investment of \$50, he is not giving anyone else a chance in such a profitable venture.—Chicago Trade Bulletin.



CYLINDER HEAD OF THE WITTE GAS ENGINE.

through the season. In it could be found a particular statement of the present situation in specific language. Most other states were similarly specific. This year all are in general terms.

It is not well known where the fault lies, but the same fault runs through all of the state reports, and many of them are still more general and have less significance in their remarks than the report of

good sleighing begins. To prove these significant facts, the different section directors receive and publish a summary report of from one hundred to six hundred letters each during every week of the crop season at public expense.—Minneapolis Market Record.

Grain trade news items are always welcome.

Practical grain men should carry one of Clark's Vest Pocket Grain Tables. It is a great labor and time saver in the reduction of any number of pounds of grain and seeds to bushels. You will very seldom require a pencil to find the number of bushels of 32, 56, 60, 48, 70, 75, 80 and 45 pounds in any quantity of grain up to 100,000 pounds.

## COMPARATIVE WEIGHTS OF MEASURES OF GRAIN.

BY BENJ. W. DEDRICK.

I recently made a series of tests, the results of which may be of some use to grain and feed dealers. I wished to obtain the weights of different products per cubic foot so as to be able to ascertain the capacity of a box or bin in pounds or bushels. The results are seen in the accompanying table:

COMPARATIVE WEIGHTS OF MEASURES OF GRAIN.

Products.	One cubic foot.			One bushel measure.		
	Light.	Heavy.	Press'd	Light.	Heavy.	Press'd
Ground oats and corn.....	26	32	.....	34	42	.....
Graham.....	.....	19	.....	20	24	.....
Wheat bran.....	16	26	.....	27	32	.....
Wheat shipstuff.....	22	26	.....	27	32	.....
Wheat shorts.....	22	26	.....	27	32	.....
Corn bran.....	17	18	.....	20	22	.....
Wheat.....	50	.....	.....	60	.....	.....
Shelled corn.....	45	.....	.....	56	.....	.....
Ear corn.....	26	29	.....	72	.....	.....
Oats.....	26	.....	.....	32	.....	.....
Rye.....	45	.....	.....	56	.....	.....
Buckwheat bran and shorts.....	22	26	.....	.....	.....	.....

In making these test weights I used a box 12 inches long, 12 wide, and 12 deep, inside measurement, or 1,728 cubic inches, one cubic foot. By light weight is meant the filling up of the box in the same manner a bushel or half-bushel measure would be filled with grain, and then striking off so as to leave the contents even with the brim. Then it was weighed. To get the heavy weight I jolted the box until the contents had settled 2 inches, then filled it to the brim, jolted slightly, struck it off and weighed it. To get the packed or pressed weight I pressed the contents down as compactly as possible with my hands, then filled the box to the top and struck off. In testing weights for the bushel I used a one-half-bushel measure in the same way that I did the box, jolting the one-half-bushel measure so as to settle the contents only 1½ inches, and then doubled the weights to represent a bushel. In the case of ear corn I threw the grain into the box as in filling a bushel measure, bin or wagon-box. In the table the figures representing heavy weights were taken after I had carefully filled up the box so that all the space in it was occupied. In using the cubic foot box and the one-half-bushel measure the weights of these vessels were deducted from the gross weight.

Filling a bag without jolting would represent the light weight, but jolting it down and then filling would represent the heavy weight. For instance, take an ordinary 2-bushel grain bag and fill it with grain without jolting or shaking the bag. Then weigh it and it will be found to compare closely with the columns representing bushels.

If in testing, when buying or selling grain by measure instead of weight, we would fill the measure heaping full and strike off, it would represent the light weight, hence the standard of measurement. To make it plainer, we use a grain tester, scaled to represent a bushel, the standard of wheat being 60 pounds to the measured bushel. In testing wheat we fill it up, care being taken not to jar or shake the tester. Then we strike off the surplus grain on the top and leave it even with the rim of the tester. Then we weigh it. This is the method used in testing to find the relative weights of grain in bulk contained in a certain standard of measurement. This was the method I adopted in making the first or light-weight test with the cubic foot measure and half-bushel measure. If I sold grain, flour or bran by the cubic foot or bushel I would adopt the light weight as the standard or gauge, making prices accordingly.

In using the table to compute the number of bushels or pounds of wheat contained in a box or bin, we would proceed thus, supposing the box to be 10 feet square,  $10 \times 10 \times 10 = 1,000$  cubic feet;  $1,000 \times 50$  pounds = 50,000 pounds; this divided by 60 = 833½ bushels. With the same bin filled with flour,  $1,000 \times 35 = 35,000$  pounds, which, divided by 196 = 178 4-7 barrels. Suppose the bin to be 20 feet deep. Then instead of 10 take 41 as a multiplier for the first or lower half of the bin, and 35 for the upper half, or an average of 38 pounds for the whole, as an offset to the pressure of the upper half on the lower. As

the height of the contents of the bin increases so there will be a proportionate increase of pressure as we approach the sides and bottom of the bin. A cubic foot of flour at the bottom of the bin would weigh more than a cubic foot at or near the top.

## ANTI-OPTION BILLS IN LOUISIANA.

There are now before the legislature two bills which, if adopted, would deal a serious blow to the commerce of New Orleans. These bills are known as the anti-option bills, one being before the House and the other before the Senate. Although these bills differ in many respects, their object is the same, and their effect upon commerce would be equally disastrous.

The bills have been introduced by members from the country districts, who, while no doubt acting in good faith, evidently fail to appreciate the true significance and effect of the legislation they so earnestly advocate. It is difficult to believe that there exists in the minds of representatives from country constituencies so strong an enmity to the city of New Orleans that they desire to strike a fatal blow at its commerce, and yet such would be the effect of the legislation they are fathering.

The passage of an anti-option law will not accomplish the purpose the promoters of such legislation have in view; as it will not abolish the system of future trading, but merely transfer its profits to other centers. The future system is so closely interwoven with all business methods that it controls the movement of products. It greatly facilitates the handling of produce by reducing the cost of carrying large stocks, eliminating the risks attending business, and maintaining prices by bringing into competition with consumers large amounts of floating capital. Those large cities which maintain the system of trading in futures control the commerce of their sections; hence it may be taken for granted that any one of those centers which would attempt to abolish futures would be sure to lose to its rivals a large share of its business.—New Orleans Picayune.

## UNIFORM CLASSIFICATION OF GRAIN.

A bill was recently introduced in the United States Senate by Senator Sherman providing "for fixing a uniform classification and grading of wheat, corn, oats, barley and rye and for other purposes." What these other mysterious purposes are has not been designated. If the Senator expects the enactment of the bill to prove of any value to the trade, the country or the farmers he should attach an explanation to it. The bill as amended by the Committee on Agriculture and Forestry and reported back to the Senate is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture be, and he is hereby, authorized and required, as soon as may be after the enactment hereof, to determine and fix, according to such standard as he may prescribe, such classification and grading of wheat, corn, rye, oats, and barley as in his judgment the usages of trade warrant and permit, having reference to the standard, classification, and grades now recognized by the several chambers of commerce and boards of trade of the United States; Provided, however, that reference to such various classifications and grades shall serve only as a guide and suggestion in the matter of determining and fixing, by the secretary, the United States standard herein provided for; but he shall not be controlled thereby, but shall determine and fix such standard and such classifications and grades as will, in his judgment, best subserve the interest of the public in the conduct of interstate trade and commerce in grain.

Sec. 2. That when such standard is fixed and the classification and grades determined upon, the same shall be made matter of permanent record in the Agricultural Department, and public notice thereof shall be given in such manner as the secretary shall direct, and thereafter such classifications and grades shall be known as the United States standard. All persons interested shall have access to said record at such convenient times and under such reasonable regulations as the secretary may prescribe; and on payment of such proper charge as the secretary may fix, a certified copy of the

classification and grades shall be supplied to those who may apply for the same.

Sec. 3. That from and after thirty days after such classifications and grades have been determined upon and fixed, and duly placed on record as herein provided, such classification and grading shall be taken and held to be the standard in all interstate trade and commerce in grain, in all cases when no other standard is agreed upon: Provided, however, that in interstate trade or commerce in grain, if the consignor thereof, or his authorized agent, shall so direct, public inspection, classification, or grading shall not be required nor made when said grain is consigned to the owner thereof or to his authorized agent, or to a mill or private storehouse; or to a public warehouse for deposit in a special bin; or, the purchaser consenting, to a purchaser thereof; or, if consigned to a market where the usages of trade recognize sales of grain by sample, when the consignor shall direct its sale by sample.

The bill is still before the Senate, and will probably be passed at the next session, if it does not meet with more opposition than at the last. The bill has nothing to commend it, nor anything to attract the ardent support of any class. It is worthless and seems to be aimless. It can serve only to encumber the statute books.

## SEED EXPORTS AND IMPORTS.

According to the last report of the Bureau of Statistics seeds valued at \$88,835 were exported in May, against an amount valued at \$50,443 exported in May, 1895; and during the eleven months ending May seeds valued at \$1,524,645 were exported, against an amount valued at \$2,837,415 exported in the same time in 1894-95.

Clover seed aggregating 229,615 pounds, valued at \$18,309, was exported in May, against 235,399 pounds, valued at \$21,873, exported in May, 1895; and during the eleven months ending May 5,525,854 pounds, valued at \$436,436, were exported, against 22,898,432 pounds, valued at \$2,124,797, exported in the same time in 1894-95.

Cotton seed aggregating 3,076,780 pounds, valued at \$28,436, was exported in May, against 348,444 pounds, valued at \$2,543, exported in May, 1895; and during the eleven months ending May, 24,481,343 pounds, valued at \$166,278, were exported, against 10,087,101 pounds, valued at \$80,651, exported in the same time of 1894-95.

There was no flaxseed exported in May, and 5 bushels, valued at \$11, were exported in May, 1895; and during the eleven months ending May 28,966 bushels, valued at \$31,509, were exported, against 1,222 bushels, valued at \$1,430, exported in the same time in 1894-95.

Timothy amounting to 480,907 pounds, valued at \$28,463, were exported in May, against 186,740 pounds, valued at \$9,846, exported in May, 1895; and during the eleven months ending May 11,505,312 pounds, valued at \$515,469, were exported, against 4,939,237 pounds, valued at \$277,160, exported in the same time in 1894-95.

Other seeds exported in May were valued at \$13,627, against \$16,170 for May, 1895; and during the eleven months ending May the value of other seeds exported was \$374,953, against \$353,377 for the same time in 1894-95.

Flaxseed imported in May amounted to 35,315 bushels, valued at \$35,875, against 301,773 bushels, valued at \$296,444, imported in May, 1895; and during the eleven months ending May 750,474 bushels, valued at \$808,194, were imported, against 3,712,240 bushels, valued at \$4,145,569, imported in the same time of 1894-95.

Other seeds, imported free of duty, were valued at \$130,952 for May, against \$63,625 for May, 1895; and during the eleven months ending May the importations were valued at \$1,245,470, against \$1,300,309 for the same time in 1894-95. Other dutiable seeds imported in May were valued at \$8,669, against \$4,877 for May, 1895; and during the eleven months ending May importations were valued at \$561,683, against \$639,065 for the same time in 1894-95.

A Russian rag picker of Kansas City, Mo., who had saved over \$1,000 by years of industry, recently lost it all in a bucket shop and committed suicide.

The first car of new flaxseed arrived at Chicago July 13, coming from Missouri. It was of good quality, 53½ pounds in weight and was graded No. 1.



Frank L. Scheidt has completed a new brewery at Joliet, Ill.

A brewery has been erected for Jos. Guggenmos at Omaha, Neb.

Chas. A. Hummel has erected a new brewery at St. Louis, Mo.

Joseph Schamberger's new brewery at Naperville, Ill., is completed.

Wilhelm. Schimmenger & Ramsey have built a new brewery at Altoona, Pa.

The Christ Diehl Brewing Co. has succeeded Christ Diehl & Son of Defiance, Ohio.

Charles Rabenschlag has succeeded John M. Enzbrenner, brewer of Altoona, Pa.

Schreker & Schneider, brewers of Owensboro, Ky., have their new brewery completed.

A new brewery has been established at Prince Albert, Saskatchewan, by Williams Bros.

The Eigenbrod Brewing Co. has commenced work on a new brew house at Baltimore, Md.

C. A. Strangmann has succeeded Geo. V. Muth in the brewing business at Cleveland, Ohio.

Christopher Sanders has bought and is now operating John Good's brewery at Aspen, Colo.

F. S. Hoefer has been appointed receiver of The Mohawk Valley Brewing Co. of Ilion, N. Y.

The John Marr-Standard Brewery has succeeded The Standard Brewing Co. at Baltimore, Md.

A company has been organized at Worcester, Mass., for the purpose of erecting a brewery.

John Hauck, of The John Hauck Brewing Co., Cincinnati, Ohio, died recently aged 67 years.

The John Hauenstein Brewing Co. has succeeded John Hanenstein, brewer of New Ulm, Minn.

Conrad Graf's brewery at Iowa City, Iowa, is now in the possession of the estate of Conrad Graf.

D. Lutz & Sons' brewery at Allegheny, Pa., which was recently damaged by fire, is being rebuilt.

A new brewing company is being organized at Victoria to manufacture beer at Rossland, B. C.

The Star Brewing Co. of Cleveland, Ohio, has been incorporated with capital stock of \$200,000.

The Jung Brewing Co. has been incorporated at Milwaukee, Wis., with a capital stock of \$500,000.

The American Brewing & Ice Co. has succeeded The Huntington Brewing Co. at Central City, W. Va.

The Phenix Brewing Company has been incorporated at Chicago, Ill., with a capital stock of \$35,000.

R. Kreitner of Buffalo recently purchased The Werner Brewing Co.'s brewery at Mechanicsville, N. Y.

Chas. H. Hartman has organized The Hartman Brewing Co. to carry on his business at Bridgeport, Conn.

The Cold Spring Brewery at Auburn, N. Y., was destroyed by fire recently at a loss of \$70,000; insured.

The St. Louis Brewing Co. of Ellensburg, Wash., has completed a new malt house which is 24x32 feet in size.

The Viking Brewing Company has been incorporated at San Francisco, Cal., with a capital stock of \$25,000.

M. W. Sherman of Milwaukee recently bought The Waukesha Spring Brewing Co.'s plant at Waukesha, Wis., for \$126,000. A company will be organ-

ized by Milwaukee capitalists to carry on the business.

The San Diego Brewing Company has been incorporated at San Diego, Cal., with a capital of \$150,000.

The Texas Brewing Co.'s plant at Ft. Worth, Texas, will be improved and enlarged at a cost of \$135,000.

Frank Reisch, of the firm of F. Reisch & Bros., brewers, Springfield, Ill., died recently at the age of 54 years.

Ernst Klinkert's brewery at Racine, Wis., which was struck by lightning and burned recently, will be rebuilt.

The Theo. Hamm Brewing Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$1,250,000.

Frank Senn recently purchased for \$24,000 and will operate The Kentucky Malting Co.'s plant at Louisville, Ky.

The Wittemann-Rost Brewing Company of St. Louis, Mo., has been incorporated with a capital stock of \$50,000.

The Waukesha Imperial Brewing Co. has been incorporated at Waukesha, Wis., with a capital stock of \$200,000.

The Quincy Brewing Co.'s plant at Quincy, Ill., is being enlarged by the addition of a new brew and storage house.

The Arnhold & Schaefer Brewing Co. will soon commence work on a new brew house to be erected at Philadelphia, Pa.

Mueller Bros., recent successors to The Owosso Brewing Co. at Owosso, Mich., contemplate adding a malt house to their plant.

The firm of Kerssenbrock & Mack, brewers of Columbus, Neb., has been dissolved. J. H. Kerssenbrock continuing the business.

The Centralia Brewing and Ice Manufacturing Company has been incorporated at Centralia, Ill., with a capital stock of \$50,000.

The West Side Bank of New York City recently bought at auction The Mutual Brewing Co.'s brewery at College Point, Long Island.

Reports of the barley now being harvested in different sections of California indicate an extraordinary good yield of superior grain.

The New Mountain Spring Brewing Co. of Bellows Falls, Vt., has been organized to take the place of the Mountain Spring Brewing Co.

Menge Bros. have purchased the brewery of the Gloucester City Brewing Co. at Gloucester City, N. J., and will carry on the business.

The property of The J. Obermann Brewing Co. at Milwaukee, Wis., was purchased by Philip Jung June 22, from the receiver, for \$230,000.

The George Rothacker Brewing Co. of Philadelphia, Pa., will erect a large malt storage elevator, for which Otto C. Wolf has prepared plans.

The City of Chicago Brewing and Malting Company, the English corporation, has declared a 4 per cent. dividend on its 62,500 preferred £10 shares.

The Hussa Brewing Company has been incorporated at Bangor, Wis., with capital of \$50,000. Incorporators: Oscar, Alphonso and Hugo Hussa.

The first car of new barley was received at Chicago July 7. It was from Southern Illinois, of poor quality, and was reported No Grade in the inspec-

tion. Last year the first car was received July 8. Two years ago it was July 24 before new barley arrived.

The Castle Brewing Co. will erect a brewing plant at Chicago to cost \$150,000. The company was recently incorporated with a capital stock of \$400,000.

The Kuebler Brewing & Malting Co. and The Stang Brewing Co. of Sandusky, Ohio, have consolidated under the name of The Kuebler-Stang Brewing & Malting Co.

The sale of the brewery at Cincinnati, Ohio, formerly operated by Schaller Bros., to Michael Schaller, has been set aside by the court, and the property will be sold again.

J. G. Miller and J. H. Michaels have formed a partnership and engaged in the brewing business at Tremont, Pa., where they have bought a brewery. The firm name is Miller & Michaels.

A special train made up of 20 cars containing 25,000 bushels of malt left Chicago June 18 over the Chicago & Eastern Illinois Railroad for Terre Haute, Ind. The consignment is claimed to be the largest one of its kind ever shipped from one firm to another, and its arrival at Terre Haute was made the occasion of a celebration.

William E. Cooper of Lockford, Cal., has developed a new variety of barley from five heads found by his children three years ago, which increased to 22 sacks for last fall's sowing. The heads never turn over; there are sometimes as many as 41 heads from a single stool; the heads average 72 kernels each, and the grain weighs from 130 to 134 pounds to the sack.

## CHAFF

The roads in the Central Traffic Association will reduce the rate on corn from Chicago to points east of Buffalo to 15 cents per 100 pounds on July 15.

Clark's Vest Pocket Grain Tables reduce to bushels any number of pounds of grain and seeds. It will be sent to any address for 50 cents, and it is such a convenience that no grain buyer can afford to be without it.

By the common law every common carrier is bound to receive whatever may be offered him for transportation on hire, so far as comports with his means and the nature of his calling, and is liable to damages for unreasonable refusal.

There is at present over 5,000,000 bushels of corn in Kansas City elevators and warehouses and in farmers' hands in Kansas, and also a large amount in Nebraska waiting shipment. Most of this grain was held to go to the gulf ports in the fall, but much of it will now come east.

Farmers in the West are much encouraged over the prospect of getting better prices for their corn on account of the more liberal rates made by the railroads. They are looking forward to another large crop this year, and as there is said to be a failure of the grain crops in Texas and Mexico, caused by drouth, they expect to get rid of it all at good prices.

A. J. Cutler was recently awarded judgment of \$54,062 in the case of Cutler vs. Pardridge. Suit was brought for the recovery of \$77,000, alleged to be due A. J. Cutler as margins and commissions for Board of Trade deals transacted in 1892 and 1893. In defense C. W. Pardridge pleaded breach of contract on the part of Cutler and that his dealings were gambling transactions.

A suit of more than ordinary interest to grain dealers has been decided at Oakesdale, Wash. McEachran & McLeod bought several carloads of No. 1 wheat, and shipped it to Spokane. The state grain inspector graded it as No. 2 wheat, and the purchaser lost money on the deal. Heistand, Warner & Co. refused to make good the difference, as, when the grain was loaded into the cars the purchaser had a man to grade it. The defendants had hired men to empty the grain out of the sacks, and had mixed No. 1 and No. 2 wheat together and resacked it, in order to make the wheat grade as No. 1. The jury rendered a verdict for the plaintiff.

## Trade Notes

A stranger scanned with curious eyes  
A store that did not advertise.

As he was passing by it:  
Invited in, he shook his head:  
"I thought it was to let," he said.  
"It looked so very quiet."

John W. Stoue of Merrill, Iowa, has patented a new hopper for corn elevators.

Joseph Newby of Harlan, Iowa, has invented a machine for separating wheat from oats, which he intends to have patented.

A company has been organized at Fayette, Tenn., to manufacture grain separators. S. M. Eslick is president, J. L. Waggoner secretary.

Edward A. Ordway, formerly of Beaver Dam, Wis., now represents The Howes Grain Cleaner Co. of Silver Creek, N. Y., at Kansas City, Mo.

William J. Ehrsam, formerly with The J. B. Ehrsam Machine Co. of Enterprise, Kan., has been appointed representative of The Edw. P. Allis Co., and will make his headquarters at Kansas City.

We have received from Thomas Kane & Co. of Chicago a catalogue explanatory of their Victor Vapor Engine. Anyone can obtain this catalogue upon sending name and address to the manufacturers.

The Todds & Stanley Mill Furnishing Co. of St. Louis, Mo., sustained a loss of \$2,000 in the recent cyclone, but the company's shops are now running full tilt on both sides of the river in order to keep up with orders.

The commission man who spends \$50 on a few thousand circulars only to have them scattered promiscuously in out-of-the-way places, might about as well paint his ad. on a chicken and then sell it to a dresser.—*Shippers' Weekly Review*.

The Witte Iron Works Co. of Kansas City, Mo., was recently incorporated with a capital stock of \$25,000, fully paid up. The old company started in 1870, and had been in business continuously ever since. The company will continue to manufacture the Witte Gasoline Engines, and shafting, pulleys and mill machinery.

A dude, having been brought up on terra firma, made up what he called his mind to be a yachtsman bold. So he bought a cutter, and one calm morning started to sail. He hoisted his jib only. "Why in the name of Lobscoose don't you pile on more canvas?" called a weather-beaten tar from another boat. "Because," replied the amateur, "there is not wind enough to fill the sail I have set now." The advertiser who will not proclaim himself to the public when times are dull will probably see the moral of the anecdote.—*The National Advertiser*.

The Thornburgh-Creel Co. of Chicago has established quarters at 245-247 S. Jefferson street. This company has purchased the stock and machinery belonging to the old Thornburg Mfg. Co., and will make a specialty of Salem, Excelsior Mill, Rivet and Corn Elevator Buckets, elevator bolts, belting, sprocket wheels, conveyors, elevator boots, spouts and turnheads, shafting, pulleys and all kinds of machinery pertaining to power transmission and mill and elevator supplies. H. L. Thornburgh is president and general manager of the new company, and will have charge of the entire plant.

The Murray Iron Works of Burlington, and the Sioux City Engine & Iron Works of Sioux City, Iowa, have recently consummated a deal whereby The Murray Iron Works Company will hereafter build the Sioux City Corliss Engine for the territory of the United States east of Des Moines, Iowa, and the business west of there will be handled as heretofore by the Sioux City Engine & Iron Works, under the management of W. M. Thompson, its president. It is said that this move was made necessary by the increasing demand for Sioux City Corliss Engines in the Eastern and Central states. New shops are about completed at Burlington. These shops are being equipped with new and modern machinery, and much larger engines will be turned out than has

been possible for the Sioux City Company to build, and the manufacturers hope to put the business in the Central and Eastern states in the same enviable position held for some years by The Sioux City Engine & Iron Works in the Missouri River Valley and Western states.

The Murray Iron Works Co. of Burlington, Iowa, have issued a fine new catalogue numbered 27, and devoted to the engines and boilers of their manufacture. It contains 72 pages of convenient size and handsomely illustrated. This firm has now been in business twenty-six years, under the same management, and is one of the best known concerns west of the Mississippi. They build steam boilers and engines and install complete plants, including steam pumps, feed-water heaters, boilers for steam and hot water heating, stationary, portable and mining engines, ice and refrigerating machines, etc. A copy of the catalogue will be mailed free to applicants.

### THE VICTOR VAPOR ENGINE.

A high grade gas engine has been put on the market by Thomas Kane & Co. of Chicago, in which they have utilized only those features they have found in their ten years' experience to be of value. It is known as the Victor Vapor Engine.

As an illustration of the wonderful efficiency of the new Victor Engine Mr. Kane states that "before the first engine of the new type was sold it ran a dynamo carrying 50 lights for six weeks. The engine is what we list as 3 horse power. Thirty electric lights on an engine of this size are all it should be asked to carry, yet for a month of this time it carried 40 lights, and at times 45 and 50. This engine could probably be made to indicate 6 or more horse power, yet we list it at 3½ horse power, and guarantee 3 horse power.

"A very important fact connected with the same engine is that the electrode, which is the weak spot in most gas engines, was examined only once near the close of the six weeks. It showed scarcely any perceptible wear, being apparently good for a three months' run. The cost of new electrodes is less than 5 cents each."

### PROFIT IN EXPORTING WHEAT.

The Minnesota Railroad and Warehouse Commission has issued the following statement, showing market value of No. 1 hard wheat at Duluth on June 12, 1896, as compared with actual sale of 8,000 bushels Duluth No. 1 hard wheat on same day at Liverpool for delivery in London "c. i. f." (cost, freight and insurance):

June 12—	Cents.
Duluth quotation for No. 1 hard.....	\$58.50
Elevator and inspection charges.....	.85
Lake freight and insurance, Duluth to Buffalo.	2.90
Elevator charges and commission at Buffalo..	1.00
Causal freight and insurance, Buffalo to New York.....	3.00
Elevator charges, etc., in New York, viz: Demurrage, towing, transferring and trimming	2.00
Ocean freight and insurance, New York to London.....	6.00
Shrinkage in weight, Duluth-London.....	.59
Cost in London "c. i. f.".....	\$74.75

June 12—  
Sold in Liverpool for London delivery 1,000 quarters (8,000 bushels) Duluth No. 1 hard wheat at 25 shillings 1½ pence per quarter (480 pounds) or 75½ cents per bushel..... 75.38  
Difference..... 6.63

Showing that on that day the market in London was about 5% of a cent above that of Duluth.

A person seeking passage for his property has the right to prescribe the route and the manner of its transportation when more than one route and different means are open to the common carrier, and for the consequences resulting from failure to observe such direction the carrier is responsible.

The San Francisco & San Joaquin Valley and the Southern Pacific Railroads are slashing rates on wheat to Stockton, Cal., the great warehousing point. The latest is a cut the Valley road has made on wheat to Port Costa, Vallejo and San Francisco, which is about 50 cents per ton below the lowest rates.

## Late Patents

### Issued on June 16, 1896.

Horse Power.—Joseph C. Leslie, St. Albans, Vt. No. 562,006. Serial No. 576,185. Filed Jan. 29, 1896.

Petroleum Motor.—Friedrich Mex, Moscow, Russia. No. 562,230. Serial No. 553,511. Filed June 21, 1895. Patented in England May 20, 1895, No. 9,964; in France May 20, 1895, No. 247,550; in Switzerland May 20, 1895, No. 10,444; in Belgium May 21, 1895, No. 115,717, and in Hungary Oct. 26, 1895, No. 4,009.

Gas Engine.—George W. Lamos, Ft. Madison, Iowa. No. 562,307. Serial No. 567,493. Filed Oct. 31, 1895.

Recording Scale.—Theodore L. Richmond, Buffalo, N. Y., assignor to the Buffalo Scale Co., same place. No. 562,324. Serial No. 560,413. Filed Aug. 24, 1895.

### Issued on June 23, 1896.

Machine for Filling and Sewing Sacks.—Arthur T. Timewell, Chicago, Ill., assignor to Albert Dickinson, same place. No. 562,438. Serial No. 541,865. Filed March 15, 1895.

Car Mover.—Henry A. Baxter, Seattle, Wash., assignor by mesne assignments to Effie Baxter, King County, Washington. No. 562,450. Serial No. 555,081. Filed July 5, 1895.

Grain Cleaning Device.—Frank F. Landis, Waynesborough, Pa. No. 562,625. Serial No. 583,754. Filed March 18, 1896.

Electric Igniter for Gas or Hydrocarbon Engines.—Frank M. Spaulding, Kalamazoo, Mich., assignor of one-third to H. C. King, Three Rivers, Mich. No. 562,673. Serial No. 561,976. Filed Sept. 9, 1895.

Guitar for Explosive Engines.—Levi S. Gardner, New Orleans, La. No. 562,720. Serial No. 584,071. Filed March 20, 1896.

Grain Separator.—John W. Woodruff, Wise, W. Va. No. 562,750. Serial No. 560,424. Filed Aug. 24, 1895.

Conveyor.—James M. Dodge, Philadelphia, Pa., assignor to the Air Conveyor Co., same place and Camden, N. J. No. 557,058. Serial No. 591,183. Filed May 11, 1896. Reissued, No. 11,548.

Conveyor.—James M. Dodge, Philadelphia, Pa., assignor to the Air Conveyor Co., same place and Camden, N. J. No. 557,059. Serial No. 591,184. Filed May 11, 1896. Reissued, No. 11,549.

### Issued on June 30, 1896.

Hoist and Dump for Grain and Coal.—Peter Mueller, Table Rock, Neb. No. 562,844. Serial No. 581,516. Filed March 2, 1896.

Igniter for Gas Engines.—Lewis H. Nash, South Norwalk, Conn., assignor to The National Meter Co., New York, N. Y. No. 563,051. Serial No. 430,731. Filed April 26, 1896.

Elevator Boot.—John Haukin, Rutherford, N. J. No. 563,171. Serial No. 534,356. Filed Jan. 9, 1895.

Device for Moving Grain.—Edwin C. Harnden, Carbondale, Pa. No. 563,172. Serial No. 569,076. Filed Nov. 15, 1895.

Machine for Separating Peas and Round Seeds from Broken Barley, etc.—Faustin Prinz, Milwaukee, Wis., assignor to Adolph Louis Kern, same place. No. 563,238. Serial No. 546,006. Filed April 17, 1895.

### TRADEMARKS.

Agricultural and Garden Seeds.—A. H. Herrick & Son, Watertown, N. Y. No. 28,453. Application filed Feb. 17, 1896. Used since Aug. 24, 1895. Essential feature: The word "Garland."

### FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 23 months ending with June, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1895-96.	1894-95.	1895-96.	1894-95.
August.....	1,257,850	1,306,250	538,860	429,373
September.....	1,799,050	751,300	1,159,128	375,713
October.....	1,975,450	801,350	1,026,487	351,833
November.....	1,202,300	426,800	462,422	143,733
December.....	817,650	459,962	452,984	111,931
January.....	493,900	92,950	214,513	70,016
February.....	359,700	85,800	189,892	105,912
March.....	384,450	75,900	303,301	64,456
April.....	247,500	52,250	259,137	49,545
May.....	273,350	88,000	447,311	196,801
June.....	237,600	86,900	257,531	37,865
July.....	.....	114,950	.....	33,379
Total bushels.....	9,048,800	4,342,412	5,311,546	1,970,557

Grain dealers of Lake City, Iowa, are reported to be contracting for new oats at 6 cents per bushel.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

Mitchell Bros. Company  
(INCORPORATED.)

OFFICE:

Howland Block, 184 and 186 Dearborn St.,  
CHICAGO, ILL.

A. J. MITCHELL, - - - Business Manager  
HARLEY B. MITCHELL, - - - Editor.  
CHARLES S. CLARK, - - - Assistant Editor.

Subscription Price, - - - \$1.00 per Year.  
English and Foreign Subscription, - - 1.50 "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1896.

The country buyer who loaded up with corn and forgot to sell, now wishes he had not done so, but he should not overlook the fact that the new crop has not been gathered yet.

That persistent longing for a simple, uniform bill of lading continues to leave a dark brown taste in the mouths of many grain shippers, and some are thoroughly disgusted with the dilatory tactics of the carriers.

Well arranged grain tables will always save much labor of reducing pounds to bushels and of determining the total value when the weight and price per bushel are known, but this work would be still farther minimized by the adoption of 100 pounds as the standard unit of measure.

If you must have the windows of your elevator open these hot days, take a little precaution against the destruction of your elevator by fire by covering the windows with a heavy wire screen to keep out the sparks. It will also protect your windows from stones and keep out birds.

Barrels of salt water and hanging buckets placed at every convenient corner about your elevator will reduce the fire hazard, should reduce the cost of insurance and it may save your elevator. Salt water is a very effective extinguisher and everyone knows how to use a bucket.

The Mark Lane Express, in view of recent experiences, is not enthusiastic over the future of wheat production in Australia. The entire crop last year was less than that of many of our states. Australia has a vast acreage that appears well suited for wheat raising; but the uncertainty of rainfall is a factor that must be taken

into account. Wheat production will by no means be abandoned; it will simply not cut the figure in the world's markets that many expected it to.

Speaking of the small things that sometimes influence the markets temporarily, a Board of Trade man relates that some years ago, when corn was a little nervous, a copious rain fell during the night. Next morning the market broke three cents on the strength of that rain. Later in the day it appeared that the rain had not extended beyond the confines of Cook County. It rained where the bear was, and that was enough.

The bill adopted by the German Reichstag, prohibiting "futures" in grain, flour, provisions, stocks, etc., has had one of the predicted effects. Eight of the larger German firms have opened agencies for stock transactions in London, Brussels and Antwerp. What the effect will be on future dealing in grain and provisions remains yet to be seen. Probably that will follow the lead of the stockbrokers. We have not heard yet that the price of produce has materially advanced in Germany in consequence of this anti-option legislation, though this was the result promised.

The "Star" elevator cases which have been in court at Minneapolis for several years, have been dismissed. The case involved the liability of the insurance companies under the falling building clause. The rear wall of the elevator fell, precipitating a part of the grain upon an adjoining feed mill. Then it caught fire. The feed mill owners recovered from the elevator proprietors, who in turn endeavored to recover from the companies. Some of them settled, while others disclaimed liability under the falling building clause, holding that there was no damage to the grain "while contained in the elevator."

A curious complication came up in settling the loss on Central Elevator "B" at St. Louis. There were tornado policies on the building to the extent of \$45,000, which was a remarkable circumstance in itself, that probably being the largest tornado insurance carried at that time on any building in St. Louis. This insurance was in several companies and was written with a 50 per cent. coinsurance clause. In case of loss, therefore, the companies were bound to pay only the proportion which the policies should bear to 50 per cent. of the actual loss. To recover all the insurance, the property must be insured for at least 50 per cent. of its value. When the loss came, the owners of the elevator through D. R. Francis, the receiver, were interested in depreciating the value of the elevator, while the insurance companies endeavored to show what a valuable piece of property the elevator had been. The receiver placed the value of the building at \$110,000, while the adjusters claimed that it was worth \$200,000; for the higher they placed the value the less proportion of the \$45,000 insurance the companies would be called upon to pay. Finally the matter was compromised by the companies paying \$30,000.

Do our readers fully understand the coinsurance clause which doubtless exists in many of their policies?

THE ANNUAL CLEANING AND REPAIRING.

Now is the accepted time to clean out your elevator and make repairs. Before beginning the work sit down and think how it should be done to prove the most profitable investment. First of all, the house should be thoroughly cleaned from Texas to basement, and then given a good coat of whitewash.

Do not flatter yourself that sweeping the dirt on each floor and from the bins over into a corner out of the way, or into the basement will answer the purpose of a thorough cleaning. It will serve to increase the fire hazard and the risk of having the elevator badly infested with weevil and other grain-destroying insects. A thorough cleaning will not only remove the pests that are in the elevator, but will make it an uninviting place to others that may be brought there with the farmer's grain. A bright, light, clean elevator is anything but a paradise for grain weevil.

When it comes to the repairs and additions do not overlook the economy of putting in good machines and fixtures. Study out the arrangement which will prove the most convenient, require the least power and labor, and, above all things, do not forget to replace all the buckets which have been torn off of the elevator belts. Repairs well made will pay for themselves several times over in one busy month.

A NATIONAL ORGANIZATION OF GRAIN DEALERS.

The oldest and largest of the grain dealers' associations has taken the initiative in a move to secure the organization of a national association of grain dealers, and it is to be sincerely hoped that all the other associations will give it their hearty support. The grain trade has long been in need of an organization equipped to handle questions of national importance. The state associations have done some very good work in the interests of their members, and have done some work which has proved of great benefit to dealers of other states.

A national organization could deal more effectively with many of the abuses which now encumber the grain trade than any of the local associations. It could command more respect and should be able to secure greater financial aid and the support of more members. The very name would carry with it the nominal support of the members of one of the largest lines of trade of this country, and that of itself would insure its representatives being given respectful hearings by carriers, commissioners and legislative bodies.

There has been some talk of making the national association an organization of delegates from the local associations. That is, each local or state association would have a membership in the national association based on the number of its own members. It would elect its representatives annually and they would act in accordance with instructions from the local association. This plan of organization might prove successful, but its practicability is to be seriously doubted. To start with there are not enough local associations to form what would be a strong national association on the delegate

plan, and it is not sure that all of the associations would be willing to join such an organization.

It would be much better to have the membership rest in regular grain dealers everywhere, and to have the national association supported by the shippers and receivers' associations as well as the state associations of country dealers. These associations could do much toward inducing dealers to join the national association and in keeping it and its work before them. When a local association was confronted with any question of national importance it could refer it to the national association with recommendations.

With the membership resting in regular dealers everywhere, the association will be more likely to have a large membership; its members will take a more active interest in its work and more will be accomplished of benefit to the trade at large.

It will be much easier, however, for the local associations to organize a national association than for the individual grain dealers, and each association should promptly appoint a committee to confer with that appointed by the Illinois Association.

#### WILL SUE FOR SHORTAGE.

The Secretary of the Illinois Grain Dealers' Association will sue an Illinois railroad company for a shortage of about 300 bushels of oats. The grain was shipped from Decatur to Chicago, so the carrier cannot escape under the plea that it was an interstate shipment, and hence not amenable to a state law.

However, it may be better to bring the suit under the common law than under the state warehouse law, as it seems the railroad company had been accepting the weights reported by the Decatur public elevator as correct, without the support of a sworn statement.

The Illinois law provides very clearly that when grain is received for transportation the carrier "shall carefully and correctly weigh it and issue to the shipper a receipt or bill of lading for the grain, in which shall be stated the true and correct weight, and such carrier shall weigh out and deliver to such shipper or person entitled to receive the same, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same. In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered."

This part of the law in no way interferes with the case at hand, but shows very clearly the intent and aim of the framer of the law. However, the part of the law which refers to the evidence of shortage does not contain a provision to the effect that the carrier shall accept statements as to weight which are unsupported by oath. On this technicality the carrier might escape.

The success of a case based on the evidence in the Secretary's possession is assured if justice holds sway instead of law. A favorable termination of the suit may not result in carriers making good all shortage in shipments

from country points, but it will pave the way for favorable decisions in other cases and will prompt carriers to be more careful of grain entrusted to their care.

#### ASSOCIATION WORK.

The grain dealers' associations of the country have been particularly active of late. Three well attended meetings have been held, and another will be held at Sioux City, July 21. A determined effort is being made to relieve the trade of some of the rank abuses which encumber it, and the Northwest Iowa Association proposes to recover damages for discrimination suffered by members.

This activity is decidedly encouraging to those who long since lost faith in the ability of grain dealers to combine and advance common interests. In view of the success of these associations it is more than puzzling to understand why dealers of other districts do not organize and attempt to secure relief from a few of the many impositions which now burden the business.

Nebraska, Kansas and Texas dealers have at different times had associations which gave promise of doing much for the trade, but none of them continued the work long and neither has been heard from for some time past. It requires energetic and persistent work well directed to accomplish any reform in trade practices or to secure any relief for the dealers. The many should not attempt to throw all the work onto a few, as has been done in some instances, to the destruction of the associations, but each should be willing to do his share of the work and to bear his share of the expense.

The secretary, or whoever does the bulk of the work, should be given a liberal salary. If he is not given ample encouragement to make the association of value to all its members, he must be excused for not looking about for opportunities to do effective work. It is very pleasant to reap the results of a successful association, but to attain success someone must be paid to do the work.

#### THE CHICAGO ELEVATOR WAR.

The Chicago elevator owners scored a partial victory over the grain trade at the meeting of the directors of the Board of Trade, on July 14. Seven elevators, including the Armour houses, the South Chicago and the Nebraska City elevator were made regular in spite of the report of the Warehouse Committee and against their protest. Four of the directors, including John Hill Jr., who has been the leader in the fight for fair play in the Chicago grain trade, immediately resigned their positions as directors. It is understood that the Central elevators, which were made irregular less than a month ago for violation of the Board of Trade rules, would also have been made regular except for a technicality. The Fulton, Air Line and Galena would also have been made regular except for the fact that their applications had not previously gone to the Warehouse Committee.

The action of the directors of the Board of Trade was virtually a surrender, however much the necessities of the case may be pleaded. On June 30 the directors made regular thirteen

elevators with an aggregate capacity of 16,650,000 bushels. The Receivers and Shippers' Association passed resolutions affirming that this was sufficient regular capacity for all requirements, and that to increase it would injure the best interests of the grain trade of the West, as well as of Chicago. It asked the directors to reject the applications made by the other elevators. This request was rejected and the seven elevators admitted, with a capacity of 12,800,000 bushels, brings the total regular capacity up to 29,450,000 bushels. Those houses which will doubtless be added will bring it up to about 34,000,000 bushels. There is not the slightest need of any such amount of regular storage. The practice of keeping the houses full to earn charges simply increases the amount of grain in sight and acts as a weight on the market, irrespective of the other practices of the elevator owners.

It is said that the change of sentiment in the board of directors was brought about by the commission houses, who seem to think their interests are with the elevator owners rather than with the grain trade proper. Certainly the result is not a satisfactory ending of the fight which has been made for years to compel the elevator owners to abide by the rules of the Board. In battling for the rights of the Chicago receivers and shippers, the reform party has also been fighting for the interests of the country shippers. To surrender at this time, after a show of disciplining some of the elevator owners for violation of the Board's rules, looks like a very unnecessary display of weakness. The resignation of the directors relegates the question to the members of the Chicago Board of Trade when the places thus made vacant are filled. The Board will then demonstrate whether it believes in making the elevator owners amenable to just and proper rules or whether it believes them so powerful that they must be allowed to ride and dominate the grain trade in their own exclusive interest.

#### CHEAP CORN AND REDUCED RATES.

The reduction in freight rates on corn to the grain centers and to the Atlantic ports has brought joy to the hearts of many country dealers who were loaded clear to the peak with corn, bought at what they considered a low price, but which show a loss at the prices now ruling. The recent reduction will prompt a large movement, as it will permit many to get out whole on the deal, and many others who are carrying more than they can afford to, will make some sacrifice in order to reduce the load.

Few country buyers could resist the temptation to invest in corn, the quality was superior and the price was low. They were certain there was a good profit in it, and cribbed so much of it as to materially reduce their operating capital. The declining market, the large crop prospective, and the need of money to handle other grain, as well as reduced rates, will encourage the corn-cribber to be a good seller for some time to come.

The metric system is gaining friends, also enemies; but it will surely be used universally before many years have passed.

# EDITORIAL

## MENTION

Keep children out of your elevator.

Cooper well your cars before loading.

Will you join the Grain Dealers' National Association? Think it over and write us.

Attend the meeting of the Northwest Iowa Grain Dealers' Association at Sioux City, July 21.

The new flaxseed rules adopted by the Chicago Board of Trade seem to be giving satisfaction.

At last the grain trade is to have a national organization. Let each dealer work for its success.

Demand a clean bill of lading, an honest bill of lading, a fair bill of lading, or accept no bill of lading at all.

Have Ohio grain dealers forgotten House Bill 867, and their wants along the line of reciprocal demurrage?

The man-with-a-scoop is preparing to enjoy himself again in some sections of the winter wheat district.

Has the Central Iowa Grain Dealers' Association lost sight of all the reforms it was organized to bring about?

Have the friends of the central forgotten its advantages in admiration of the meter as a standard unit of measure?

Clean your grain before shipment and save freight on the dirt, as well as get it into a higher grade and at a better price.

Do not mix chaff and dirt with your wheat before shipping. It will deteriorate the entire shipment and prove a cause of loss, instead of a source of profit.

Kansas grain dealers will lose much at the hands of incompetent grain inspectors, if they do not make haste to have the law amended or declared unconstitutional.

Kick on every shortage and keep kicking. Don't even stop to take a rest until your rights are respected. Unless shippers are earnest and persistent carriers will seriously doubt their honesty and, of course, will not grant their claim.

When the country grain elevator men organize a mutual fire insurance company they will be able to get reliable insurance at actual cost. At present, some are paying five or six times what it would cost them in a well managed elevator mutual.

The report that several Western roads had decided to rebate all moneys paid by elevator men as rent for sites upon which to erect, with their own capital, freight depots to handle grain shipped over the road, is a mistake. If the rail carriers had decided upon any such marked

change in policy, they would also have agreed to pay their volunteer freight agents something for handling grain.

All irregular or transient merchants who do business in country towns should be required to pay a license fee and thus help to bear the burden of the local government whose benefits they enjoy. The man-with-a-scoop and the irregular grain dealer is no exception to this rule.

Milwaukee receivers recently attempted to induce Chicago receivers to advance the commission for handling wheat, but failed. It would be fair to all if a uniform commission was charged, but it is folly to think that a rate of 1 cent a bushel can be maintained in the face of the present sharp competition.

A country corn dealer recently complained that the expense of disposing of his cobs wiped out his profit on the corn. His town of 3,000 inhabitants afforded a ready market for all his cobs, yet he did not see it. The fact that he had cobs to sell would, if well advertised, have brought him many buyers.

The Civic Federation of Chicago, under the efficient direction of the chairman of the Gambling Committee, continues to make bucket-shopping a very precarious business. Persons at country points who patronize these swindling establishments should bear in mind that some are closed up every week.

We are pleased to announce that Prof. W. G. Johnson, who has contributed many able articles to this journal on insects which injure grain, has accepted the chair of entomology in the State University and the position of State Entomologist of Maryland. He will answer queries in these columns as heretofore.

The daily press is circulating a report to the effect that the Department of Agriculture, in examining samples of mustard seed, has found some samples made of flour. How very improbable. Chicago oats cleaners have burned many tons of mustard this season because they could get no one to haul the stuff away.

To-day this journal begins Volume XV. We are striving to make each number better than the preceding ones, and as our list of regular readers continues to grow, we feel that our efforts are not unappreciated. Those who missed the past fourteen volumes cannot afford to attempt to do business without the next fourteen.

The grain trade needs a national association. It would prove of as much benefit to the receivers as the shippers, and should be earnestly supported by every regular dealer connected with the trade. It does not seem probable that the interests of the receivers would in any way conflict with the shippers in such matters as would be brought before a national association.

Another one of the Chicago elevator companies has been found guilty of violating the rules of the Board of Trade and declared irregular. The public elevators were operated by the Central Elevator Company, of which Messrs. Carrington and Hannah, of Carrington, Hannah & Co., were officers. They shipped a num-

ber of cargoes of contract grain, which the Board rules forbid any public elevator man to do. Hence their elevators were declared irregular, but receipts in existence June 23 will be accepted on contracts until January 1, 1897.

The high-water mark of the exportation of agricultural products from the United States was reached in 1892, when they reached the enormous value of \$799,328,232. In 1895 they had fallen to \$553,215,317. This is enough to make a very substantial difference with our farmers, for \$240,000,000 don't grow on every bush, and most of the bushes have been picked.

Everybody knows that from time immemorial until 1846 Great Britain levied import duties on grain. But few people know that bounties were also given on exports in order to increase the home price when grain prices were low. The bounty on exports was repealed in 1844. After the year 1765 the imports gradually exceeded the exports until the latter ceased altogether.

The members of the grain trade in Kansas should promptly get together and outline some feasible and sure method to secure a change in the power to appoint grain inspectors. Someone should be responsible for the maintenance of uniform grades, and the inspectors should be responsible to that power, otherwise the work of the department will soon be discredited in the markets of the world.

The Superior Board of Trade is still struggling with the question. Shall we dispense with the satisfactory services of Minnesota's grain inspectors or attempt to make a reputation for Superior grades? Business is the real thing wanted and if the coveted reputation for Superior grades was obtained it might be so black as to divert much business to other markets. It is advisable to let well enough alone.

The resolution adopted at the recent meeting of the Grain Dealers' Association of Southwest Iowa and Northwest Missouri has no uncertain ring to it. It is not a straddle, but a firm declaration against irregular dealers, which should be heartily supported by every regular dealer of that district. This Association now has 62 members and is growing. Every dealer of its territory should join and help along the work.

The salvage on wheat in elevator fires has often been so large that it became almost an axiom with the insurance men that wheat does not burn. The recent experience of the companies at Minneapolis, however, where they undertook to handle the wheat themselves, was not so happy as it might have been. They certainly found that even if fire does not burn wheat, it destroys it as a commercial commodity.

The elevator man who puts in a baling press and ships choice hay, well baled, will find it a source of revenue without much extra expense. A number have found that they could utilize spare room and power in this way, with profit. The hay business is a legitimate branch of the grain business, and in these days of small profits and sharp competition dealers cannot afford to ignore any opportunity to enlarge their busi-

ness. Being in touch with the hay growers and central markets they can get this business and handle it with very little effort.

A correspondent writes to a farmers' paper regarding the big yields of wheat he has seen in Oregon and Washington. He says that he saw 101 bushels of wheat cut from an acre in Whitman County in Eastern Washington, and 125 bushels from an acre at Forest Grove, near Portland. The correspondent frankly says that he does not expect to be believed. That being the case, we cannot see why he did not pad the figures a little and make a really startling story.

It is criminal carelessness to permit children to play about an elevator. Few months pass that we do not publish an account of the smothering of at least one unfortunate child, who wandered unconsciously into the dangerous place and lost its life. It can hardly be considered a kindness to permit a child to climb about the tops of the open bins. Signs bearing the words, "MINORS KEEP OUT," should be posted at all entrances and children required to heed the notice.

American exports of corn vary in the most surprising manner. For instance, in 1890 they reached 101,973,717 bushels. The following year they fell off to 30,768,213 bushels. The next year they jumped to 75,000,000 bushels. And thus they have see-sawed for the last twenty-five years. The year 1890 was the banner year. The smallest exports in the quarter of the century were in 1871, when they were less than 10,000,000 bushels. It seems to be entirely a matter of price whether our shipments are large or small. In 1895 the exports were only 27,000,000 bushels because the price was high most of the time. This year they are large because the price has been low. In order to take large quantities of our corn at a fair price, the European must be educated to its use, and he steadfastly refuses to be educated in the matter.

The Chicago Board of Trade has declared in favor of taking the grain inspection department and the registrar's office out of politics and placing them under the supervision of a civil service commission. The Illinois Grain Dealers' Association very promptly endorsed this action of the Board of Trade, and resolved to stand by it and to do everything in its power to secure the enactment of laws which should make a man's appointment to either of the departments depend upon his ability to fill the position. The move to keep the incompetents out of these departments merits the earnest support of every member of the grain trade. The legislation needed to make this necessary should be secured as quickly as possible. Another election is at hand, and if a change is made in governors it will result in many changes in these departments, and the trade will again suffer from the bungling work of incompetents who attempt to learn the business.

*Farmer Cornly*—"There ain't eny money in wheat eny more."

*Farmer Wheately*—"I dunno; I've got lots in my crop. I paid my hands for sowing forty acres last fall, and I ain't goin' to git the price of the seed out of it. Plenty o' money in it yet."

## IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

According to the last report of the Bureau of Statistics the total value of breadstuffs imported in May was \$398,101, against \$336,840 for May, 1895; and the valuation of imports during the eleven months ending May was \$2,649,905, against \$2,777,478 during the same time of 1894-95.

Barley amounting to 78,755 bushels was imported in May, against 84,239 bushels imported in May, 1895; and during the eleven months ending May 837,480 bushels were imported, against 2,111,670 bushels imported in the same time in 1894-95.

Corn aggregating 275 bushels was imported in May, against 3,619 bushels imported in May, 1895; and during the eleven months ending May 4,270 bushels were imported, against 12,939 bushels imported in the same time in 1894-95.

Oats amounting to 24,106 bushels were imported in May, against 1,629 bushels imported in May, 1895; and during the eleven months ending May 45,479 bushels were imported, against 307,790 bushels imported in May, 1894-95.

Wheat amounting to 383,234 bushels was imported in May, against 302,108 bushels imported in May, 1895; and during the eleven months ending May 2,024,624 bushels were imported, against 1,395,450 bushels imported in the same time in 1894-95.

There was no rye imported in May, 1896 or 1895, and during the eleven months ending May 154 bushels were imported, against 12,840 bushels imported in the same time in 1894-95.

Of imported breadstuffs we exported an amount valued at \$264,769 in May, against \$119,491 for May, 1895; and during the eleven months ending May 1,519,418 was exported, against \$224,304 for the same time in 1894-95.

Of imported barley 7,782 bushels were exported in May, against 4,075 bushels exported in May, 1895; and during the eleven months ending May 16,178 bushels were exported, against 10,272 bushels exported in the same time of 1894-95.

Of imported oats 20,073 bushels were exported in May, none in May, 1895; and during the eleven months ending May 27,255 bushels were exported, against none in the same time of 1894-95.

Of imported wheat 383,108 bushels were exported in May, against 139,685 bushels exported in May, 1895; and during the eleven months ending May 2,276,781 bushels were exported, against 318,189 bushels exported in the same time in 1894-95.

## HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay aggregating 14,688 tons, valued at \$147,314, was imported in May, against 16,046 tons, valued at \$109,759, imported in May, 1895; and during the eleven months ending May 281,861 tons, valued at \$2,567,383, were imported, against 175,042 tons, valued at \$1,245,768, imported in the same time in 1894-95.

Of imported hay we exported none in May, 1896, or May, 1895, none in the eleven months ending May, 1896, against 45 tons, valued at \$380, exported in the eleven months ending May, 1895. Of domestic hay we exported 5,988 tons, valued at \$87,425, in May, against 3,544 tons, valued at \$50,889, exported in May, 1895, and during the eleven months ending May 53,948 tons, valued at \$800,279, were exported, against 43,740 tons, valued at \$646,493, exported in the same time of 1894-95.

## INDORSE THE METRIC SYSTEM.

The metric system continues to gain friends and active supporters. The last important gathering to indorse it was the Congress of the Chambers of Commerce of the British Empire, which recently met in London and adopted the following resolution:

Whereas, The British system of weights and measures, which varies constantly in every part of the British Empire, is a source of constant annoyance, loss of time, and a formidable obstacle to local, imperial and foreign trade; and

Whereas, The metric system has now been universally recognized as the most perfect decimal system and generally adopted by nations of both conti-

nents, with the exception of the British Empire and the United States of America, be it

Resolved, That the metric system of weights and measures be adopted without further delay by the several governments of the Empire, the yard being extended to the meter, the quart to the liter and the 2-pound weight to the kilogram.

Fire supposed to have started from fireworks burned a 400-acre field of standing grain near Lodi, Cal., on the night of July 4. The town was threatened, but was saved by hard work.

The old elevator trouble has broken out afresh among the eastbound roads at Chicago. It is one means the roads have adopted of avoiding the interference of the Joint Traffic Association with their actions when they want to favor big shippers or get the advantage of competing roads. The manipulation of elevator charges is about the only method left the roads of cutting rates. It is only some of them that can adopt it, however, and that is where the present trouble arises. If all the roads had the same privileges and opportunities in the matter, it is not likely that any kicking would be indulged in. There are some of the roads which do not either own or control elevators, and they find themselves in the cold so far as securing traffic is concerned. They have made formal complaint of the discrimination against which they have to contend, and while rulings have been given them by the board of managers they have been wholly inadequate to remove the evils against which complaint has been so frequently made.

## Grain Dealers' Associations.

### THE GRAIN, HAY AND FEED RECEIVERS' ASSOCIATION OF CINCINNATI.

President, Chas. S. Maguire; secretary, Peter Van Leunen; treasurer, James A. Loudon.

### THE GRAIN RECEIVERS' AND SHIPPERS' ASSOCIATION OF CHICAGO.

President, John Hill Jr.; vice-president, S. H. Greeley; secretary, W. N. Eckhardt; treasurer, Wm. Nash.

### CAR GRAIN ASSOCIATION OF BUFFALO.

President, Charles Kennedy; vice-president, J. H. Rodebaugh; treasurer, W. V. Downer; secretary, S. W. Yantis.

### THE GRAIN RECEIVERS' ASSOCIATION OF MINNEAPOLIS.

President, A. M. Woodward; vice-president, W. G. Nicholls; secretary, Wm. B. Mohler; treasurer, H. W. Commons.

### SOUTHERN ILLINOIS GRAIN BUYERS' ASSOCIATION.

President, W. D. Sparks, Alton; vice-president, J. E. Duffield, Jerseyville; treasurer, W. B. Pierce, Alton; secretary, G. E. Brown, Brighton.

### ILLINOIS GRAIN DEALERS' ASSOCIATION.

President, John Crocker, Maroa; vice-president, E. R. Ulrich, Jr., Springfield; treasurer, F. M. Pratt, Decatur; secretary, B. S. Tyler, Decatur.

### CENTRAL IOWA GRAIN DEALERS' ASSOCIATION.

President, Allen Smith, Boone; vice-president, B. A. Lockwood, Des Moines; treasurer, M. McFarlin, Des Moines; secretary, M. T. Russell, Des Moines.

### OHIO GRAIN DEALERS' ASSOCIATION.

President, J. W. McCord, Columbus; vice-president, J. B. Van Wagener, London; treasurer, G. T. Chamberlain, Columbus; secretary, Huntington Fitch, Columbus.

### GRAIN SHIPPERS' ASSOCIATION OF NORTHWESTERN IOWA.

President, T. M. C. Logan, Onawa; vice-president, E. M. Parsons, Carroll; secretary and treasurer, F. D. Babcock, Ida Grove; assistant secretary, F. G. Butler, Schaller.

### GRAIN DEALERS' ASSOCIATION OF SOUTHWESTERN IOWA AND NORTHWESTERN MISSOURI.

President, R. R. Palmer, Creston, Iowa; vice-president, E. H. Vanschoiach, Griswold, Iowa; treasurer, J. B. Samuels, Riverton, Iowa; secretary, G. A. Stibbens, Coburg, Iowa.

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since June 15 has been as follows:

June	NO. 2 R.W. WHT		NO. 2 SPG WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 3+ BARLEY		NO. 1½ FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15			27	27½	17½	17½	32	32	23	30	81	81		
16			27½	27½	17½	17½	32	32	23½	31	81½	81½		
17			28	28½	17½	17½	35½	32½	24	31	81½	81½		
18			27½	28½	17½	17½	32½	32½	24	31½	81½	81½		
19			27½	28	17½	17½	32	32	23	27	81½	81½		
20			27½	28½	17½	17½	32½	32½	23	30	81½	81½		
21														
22			27½	28½	17	17½	32	32	24	30½	79½	80		
23			27½	28	16½	16½	32	32	24	28½	79	79		
24	56½	57	27½	27½	16½	16½	32	32	22½	29	79	79		
25	56½	57	27½	27½	15½	16	31	31	22	30	78½	79		
26	56½	57	27½	27½	16	16½	32	32	25½	27	79	79		
27			27	27½	15½	16	30	30	27	30	78½	78½		
28			26½	27	15½	16	30	30	27	30	78½	78½		
29	55½	55½	26½	26½	15½	15½	28½	28½	24	29	77½	77½		
30	55½	56½	26½	26½	15½	16	28½	28½	24	30	76	76		
31														
July														
1	56½	57	26½	27	15½	15½	30	30	23	28½	76	76		
2	56	57	26½	27½	15½	15½	30	30	24	30	75½	75½		
3	55	56½	26½	26½	15½	15½	31½	31½	23	27	75½	75½		
4*														
5														
6	55½	56½	26	26½	15	15½	30½	30½	23	32	71½	73		
7	56½	56½	26½	26½	15½	15½	30½	30½	23	32	72	73		
8	56½	56½	26½	26½	15½	15½	31½	31½	24	31	71	71		
9	56½	57	26½	26½	15½	15½	31½	31½	22	26	71	71		
10	56½	56½	26½	26½	15½	15½	31½	31½	23	28	71	71½		
11	56½	56½	26½	26½	15½	16	31½	31½	22	30	71½	71½		
12														
13	56½	57	26½	27½	16	16½	31	31	20	30	71½	71½		
14	56½	57	27½	27½	16½	17½	30½	30½	22	32	71	71		

\*Holiday. +Free on board or switched. ±On track.

During the week ending June 20 Prime Contract Timothy sold at \$3.00@3.05 per cental. Prime Contract Clover Seed at \$7.40. Hungarian at \$0.50@0.75. German millet at \$0.50@0.75. buckwheat at \$0.75@0.90 per 100 pounds.

During the week ending June 27 Prime Contract Timothy sold at \$2.95@3.05 per cental. Prime Contract Clover Seed at \$7.40. Hungarian at \$0.50@0.65. German millet at \$0.50@0.70. buckwheat at \$0.75@0.90 per 100 pounds.

During the week ending July 11 Prime Contract Timothy sold at \$2.80@2.85 per cental. Prime Contract Clover Seed at \$7.40@7.50. Hungarian at \$0.50@0.70. German millet at \$0.50@0.75. buckwheat at \$0.70@0.90 per 100 pounds.

## RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during June, 1896 and 1895, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover lbs.	Other Grass		Flaxseed, bu.	Broom Corn, lbs.	Hay, tons.
			lbs.	lbs.			
1896	1,075,333	28,472	2,688,816	264,215	1,126,360		29,703
1895	224,445	11,320	427,460	93,858	281,000		14,973
Shipments							
1896	417,709	11,779	214,029	306,590	1,091,339		11,709
1895	657,565	33,860	685,626	43,411	519,162		1,913

## RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of June, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels	325,778		378,481	2,780
Corn, bushels	422,937	106,619	641,420	17,281
Oats, bushels	138,675	46,272	40,685	23,205
Clean Rice, barrels	1,335	335		
Rough Rice, sacks	8,174	6,763		
Flour, barrels	42,267	39,797	8,030	9,118

Following is Secretary Smith's account of the movement of rice to July 1:

Rough rice, in sacks: Receipts since August 1, 1,143,384 in 1896, 702,461 in 1895. Distribution during June, 21,893 in 1896, 15,612 in 1895; distribution since August 1, 1,082,733 in 1896, 691,041 in 1895. Total stock in first and second hands August 1, 45,469 in 1895; July 1, 106,120 in 1896, 54,809 in 1895; June 1, 119,839 in 1896, 63,658 in 1895.

Clean rice, barrels: Receipts since August 1, 6,816 in 1896, 1,379 in 1895. Sales reported during June, 11,541 in 1896, 6,520 in 1895; sales reported since August 1, 253,556 in 1896, 175,140 in 1895. Total stock in first and second hands: No. 1, July 1, 7,515 in 1896, 4,639 in 1895; June 1, 14,185 in 1896, 8,756 in 1895; No. 2, July 1, 1,042 in 1896, 137 in 1895; June 1, 1,296 in 1896, 122 in 1895.

## RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the 5 weeks ending July 2 as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels	126,800	58,100	180,000	379,500
Corn, bushels	164,300	199,100	193,700	364,500
Oats, bushels	17,700	13,000	27,800	1,000
Barley, bushels			12,600	
Rye, bushels	3,800	6,400	95,900	1,000
Clover Seed, bags	</			

## INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector D. W. Andrews, the grain received at Chicago during the month of June, 1896, was graded as follows:

## WINTER WHEAT.

Railroad.	White.		Hard.		Red.				No. Grade.	
	2	3	*	1	2	3	1	2	3	4
C. B. & Q.	1	1			3	13	54	14	2	
C. R. I. & P.				7	4	8	13	10		10
Chicago & Alton				6	9	20	13	4		5
Illinois Central				7	19	1	11	10		3
Freeport Div., I. C.						3				
Galena Div., C. & N. W.				1	1	1	3			
Wis. Div., C. & N. W.						2	2			
Wabash						2	5	10		2
C. & E. I.						1				
C. M. & St. P.	1	5				5	6			
Wisconsin Central										
Chicago & Great West								31		
A. T. & S. Fe.						2	7	4	1	1
E. J. & E.							3		1	
Through and special										
Total each grade	1	6	1	23	43	60	111	81	12	
Total winter wheat		8			66					264

\*No. Grade.

## SPRING WHEAT.

Railroad.	Colo- rado.	Northern	2			3			4			No. Grade.
			2	3		2	3		2	3		
C. B. & Q.			1	35					1			
C. R. I. & P.		3	16	23	3							
Chicago & Alton												
Illinois Central												
Freeport Div., I. C.				3								
Galena Div., C. & N. W.												
Wis. Div., C. & N. W.			1	14	2	1						
Wabash												
C. & E. I.												
C. M. & St. P.	10		6	5	2	1						
Wisconsin Central												
Chicago & Great West						1						
A. T. & S. Fe.							1					
E. J. & E.												
Through and special			5	4	14							
Total each grade	10		8	28	96	8			3			
Total spring wheat	10								143			

## CORN.

Railroad.	Yellow.			White.			2				3			No. Grade.	
	2	3	2	3	2	3	4	2	3	4	2	3	2	3	
C. B. & Q.	1,082	68	196	15	644	70	44	42	44	46	42	44	42	44	13
C. R. I. & P.	390	130	73	10	310	298	48	42	48	42	42	42	42	42	12
Chicago & Alton	233	45	75	32	211	69	34	32	34	32	32	32	32	32	6
Illinois Central	808	119	257	37	262	55	24	24	24	24	24	24	24	24	
Freeport Div., I. C.	86	64	5	5	19	71	35	35	35	35	35	35	35	35	3
Galena Div., C. & N. W.	264	41	23		268	38	45	45	45	45	45	45	45	45	3
Wis. Div., C. & N. W.		3	1			5									
Wabash	489	60	244	22	175	31	19	19	19	19	19	19	19	19	4
C. & E. I.	227	23	120	17	109	14	8	8	8	8	8	8	8	8	1
C. M. & St. P.	42	72		5	61	205	67	67	67	67	67	67	67	67	6
Wisconsin Central						1									
Chicago & Great West	49	9	3	1	221	61	56	56	56	56	56	56	56	56	32
A. T. & S. Fe.	203	19	66	2	228	20	16	16	16	16	16	16	16	16	5
E. J. & E.	336	54	100	9	446	156	29	29	29	29	29	29	29	29	10
Through and special	369	66	109	24	260	124	44	44	44	44	44	44	44	44	9
Total each grade	4,578	773	1,272	179	3,215	1,217	469	469	469	469	469	469	469	469	104
Total corn															11,807

## OATS AND RYE.

Railroad.	OATS.			RYE.			2				3			No. Grade.
	White.	2	3	2	3	Wt. C.*	1	2	No. Grade.	2	3	2	3	
C. B. & Q.	132	941	192	179			1	20	3	2	3	2	3	2
C. R. I. & P.	88	724	54	523			8	10	2	2	2	2	2	2
Chicago & Alton	41	106	73	128			4	1						
Illinois Central	72	228	228	308										
Freeport Div., I. C.	172	123	28	46	3		2	5						
Galena Div., C. & N. W.	338	491	81	148			5	6	3					
Wis. Div., C. & N. W.	38	133	36		1		1	6						
Wabash	27	144	79	59			2	3					</	

# ELEVATOR & GRAIN NEWS

An elevator is to be erected at Edgar, Neb.

An elevator is being erected at Holcomb, Ill.

The new elevator at Jordan, Ill., is completed and in operation.

A small cotton seed oil mill may be erected at Ellerslie, Ga.

B. V. White, grain dealer of Leesburg, Va., assigned recently.

William Simon is erecting a 30,000-bushel elevator at Altura, Minn.

It is reported that another elevator will be erected at Henderson, Ky.

Clark & Hotel have leased the Delta elevator and mill at Delta, Colo.

Kruckman & Kroff have bought the West elevator at Farnhamville, Iowa.

F. H. Nipp has purchased Henry Hammer's elevator at Mineola, Iowa.

W. M. Prillaman is erecting an elevator at Cheneyville and at Watseka, Ill.

The Grange Co. of Modesto, Cal., has built a grain warehouse at Clausen, Cal.

Deuton & Miller's elevator at Millenville, Ill., is being overhauled and repaired.

The Dixon elevator at Hartsburg, Ill., is being supplied with a gasoline engine.

E. R. Betterton & Co. contemplate the erection of a distillery at Chattanooga, Tenn.

A new elevator with a capacity of 18,000 bushels has been completed at Ogden, Ill.

Bremer & Cornell, dealers in grain at Clear Lake, S. D., have dissolved partnership.

There is a movement on foot for the erection of a cottonseed oil mill at Winona, Miss.

Brooks Bros., whose elevator at St. Thomas, N. D., burned recently, will rebuild at once.

C. H. Sells has succeeded the late M. Hetherington in the grain business at Watseka, Ill.

Lee D. Long, proprietor of the mill at Westminster, S. C., will build an elevator.

The Sheldon Roller Mills Co. writes us that it is building an elevator at Sheldon, Mo.

George Eneke has succeeded Torrey & Eneke, dealers in seeds, etc., at Albion, Mich.

The Nashville Warehouse & Elevator Co. of Nashville, Tenn., has installed a new boiler.

McLain Bros. & Co. of Chicago have opened a commission office at Des Moines, Iowa.

The Warsaw Milling Co. is buying wheat at Alexandria, Ill., where it has established scales.

Hechinger, Litchenstein & Beer intend to erect at Gueydan, La., a rice warehouse 60x312 feet.

A cottonseed oil mill may be erected at Greer Depot, S. C., by D. D. Davenport and others.

Edward Welch, dealer in grain and hay at Boston, Mass., has gone into voluntary bankruptcy.

W. R. Doty & Co. may increase the capacity of their oil mill and ginnery at Winnsboro, S. C.

Brooks Bros. will at once rebuild their elevator at St. Thomas, N. D., which was burned July 1.

The McFarlin Grain Co. has completed its new 30,000-bushel elevator at Rockwell City, Iowa.

Munshrush & Whitaker have succeeded J. S. Baldwin, dealer in hay, grain, etc., at Pasadena, Cal.

The Clifton Springs Distilling Co. of Cincinnati, Ohio, intends to erect a 100,000-bushel elevator.

Hart & Veale have succeeded Hartnett & Shick, dealers in grain and feed at Weatherford, Texas.

The Southern Pacific Milling Co. of San Francisco, Cal., is building a grain warehouse at Tangier, Cal.

C. E. Irwin & Co. have succeeded James Greig, dealer in grain, coal and flour at Henderson, Iowa.

The Lawton elevator and warehouses at Portland, Iowa, which were burned recently, will be rebuilt.

Stockholders of the United Elevator Co. of St. Louis, Mo., are agitating the question of reorganizing.

Henderson & Fullington, dealers in grain and hay at Marysville, Ohio, write us: We have just put in two No. 2 Silver Creek Cleaners, one in our house

here, and one at Milford Center; also new machinery at our Milford and Unionville elevators.

Careen & Hemmings, dealers in grain and lumber at New London, Iowa, have dissolved partnership.

Scott & Root have succeeded M. E. Anderson & Sons, grain dealers and elevator men at Wheatland, Ind.

Williams & Prince have succeeded Williams & Toiler, dealers in grain and coal at Clay Center, Kan.

John C. Evans, grain dealer of Panola, Ill., failed recently. He formerly conducted an elevator at El Paso.

M. F. Dyer has retired from the firm of C. D. Smith & Co., dealers in grain, etc., at Nashville, Tenn.

H. B. and E. F. Ware of Topeka, Kan., will establish a plant at Independence, Mo., for handling flax straw.

Bell & Yost's elevators at Fowler and East Fowler, Ind., are to be equipped with The B. S. Constant Co.'s dumps.

G. W. Cole has traded land for a flour mill, elevator and cribs at Horton, Kan., and is now in possession.

The Erwin Buying & Shipping Association of Erwin, S. D., will rebuild its elevator, which burned recently.

Walter E. Rice has purchased and taken possession of N. L. Bummell & Son's elevator at Frankfort, Ind.

The Southern Prepared Flour & Grain Co. of Charleston, S. C., has been placed in the hands of a receiver.

The Carbondale Mill and Elevator Co. has been incorporated at Carbondale, Ill., where it is erecting an elevator.

Geo. E. Sears & Co. have succeeded to the firm of Geo. E. Sears & Son, commission merchants at New Orleans, La.

C. E. Bagley & Co. are overhauling and repairing their elevator at Welcome, Minn., in preparation for the new crop.

Barr & Son have completed their new 10,000-bushel elevator at Maywood, Mo., and are already doing a good business.

Finch & Smith, dealers in grain and feed at Nashville, Tenn., dissolved partnership and retired from business July 1.

J. D. Downey has remodeled his elevator at Danville, Ill., in anticipation of an extensive grain business this season.

Bingham Bros. of New Ulm, Minn., will erect an addition to their elevator, increasing the capacity by 30,000 bushels.

H. R. Hartman & Co. will erect an elevator at Page, N. D., increasing their capacity at that point to 50,000 bushels.

The Kirkbride-Palmer Co., a large grain commission firm of Minneapolis, Minn., made a voluntary assignment July 3.

The Warsaw Milling Co. of Keokuk, Iowa, has established scales at Alexandria, where it will buy wheat this season.

It is reported that the Marsden Cellulose Works of Owensboro, Ky., will be enlarged to three times its present capacity.

The Nordyke & Marmon Co. has ordered one of the B. S. Constant Self-Feeders for the new elevator at West Union, Ind.

Clark & Read, commission merchants of Springfield, Ill., have dissolved partnership, Mr. Clark continuing the business.

W. D. Castle & Co. are adding improvements to their elevator at Gridley, Ill., and are painting it and their warehouse.

August Begemann has purchased from Laugenberg Bros. of St. Louis the Jordan elevator at Hermann, Mo., for \$3,050.

The grain and lumber firm of Rumley & Wykle at Buckley, Ill., has been dissolved. Mr. Wykle will continue the business.

A. J. Cutler, a prominent grain broker of the Chicago Board of Trade, has retired from business on account of poor health.

G. W. McNear & Co., grain commission merchants of San Francisco, Cal., have erected a large grain warehouse at Montpelier, where they will handle grain.

The Galveston Wharf Co. is reported to be about to begin the erection of two elevators at Galveston, Texas. One will have a capacity of 500,000 bushels, and will be a receiving elevator, the other will

have a capacity of 100,000 bushels. It will be a cleaning house, and will be erected as soon as possible.

Charles and John Weimmer of Havana, Ill., have leased and are now running Bowles & Gemberling's elevator at Lincoln, Ill.

R. W. Stroud, dealer in grain and feed at Kane, Ill., will rebuild his elevator at Jerseyville, Ill., which burned recently.

James Bingham & Co., grain commission merchants of New York City, have dissolved partnership by mutual consent.

The firm of Miller Bros., dealers in grain, etc., at Royse, Texas, has been dissolved. J. H. Miller is continuing the business.

Quigg & Tanner, grain dealers of Minier, Ill., are rebuilding their elevator which was recently partially destroyed by fire.

Jacob Jacoby has purchased the elevator, grist and planing mill at Seven Mile, Ohio, from John Bell & Co. of Cincinnati.

Latimer & Tallman, who recently engaged in the grain, provision and stock business at Janesville, Wis., have discontinued.

The Interstate Grain Co. has purchased Johnson & Lane's elevator at Eldora, Iowa, and will improve it and build an addition.

Bauder & Son have opened a new flour, feed and grain store at Middletown, Ohio, and William Breneman will be manager.

Farmers in the vicinity of Elma, Iowa, are putting up a warehouse at Elma, and intend to try shipping their own grain.

The Crescent Grain Co., successor to Linebarger & Darnell at McLean, Ill., has fourteen cribs filled with ear corn at that place.

S. S. Kerr has put a corn burr mill in his elevator at Shawneetown, Ill., and contemplates putting in additional milling machinery.

L. T. Brining has succeeded O. L. Brining & Co., dealers in grain and coal at Heyworth, Ill., and is now carrying on that business.

A. S. Nickey of Tipton, Ind., who put in two of the B. S. Constant Self-Feeders last season, is installing another of the same make.

S. L. Pate of Arlington Heights, Ill., operates an elevator at that point, and carries on an extensive business in feed, flour and coal.

The firm of Bremer & Cornell, grain dealers of Clear Lake, S. D., has been dissolved, and Mr. Bremer will carry on the business.

The Jepson Co. is building a 25,000-bushel elevator for John O'Brien at Johnson, Minn., and is remodeling the elevator at Graceville, Minn.

J. W. Singleton and others have organized a company at Waxahachie, Texas, with a capital stock of \$50,000, to erect a cottonseed oil mill.

The Washington County Mill Co. of Forest Grove, Wash., is erecting a 60,000-bushel elevator to be operated in connection with the mill.

J. Olwin & Co. of Robinson, Ill., have placed an order with the Nordyke & Marmon Co. for necessary machinery to equip their new elevator.

Michael Jordan, proprietor of the Hermann Elevator at Hermann, Mo., assigned recently, with liabilities of \$40,000, and assets \$20,000.

H. Albers of St. Louis, Mo., has been appointed receiver of The Advance Elevator and Warehouse Co. of St. Louis, under bonds of \$25,000.

The W. W. Cargill Co. of La Crosse, Wis., will erect a 500,000-bushel elevator at Green Bay, to replace the one destroyed by fire recently.

Haslacher & Kahn, grain dealers of Oakdale, Cal., are completing four new grain warehouses erected at different points on the Valley railroad.

Vandekarr & Jennings, dealers in feed and produce at Owosso, Mich., have dissolved partnership, and Mr. Vandekarr will continue the business.

The Arkansas City Milling Co. is erecting a 75,000-bushel elevator at Ponca City, Kan., which will be equipped with all the latest improvements.

P. S. Daubenspeck of Glenwood, Ind., has let the contract to The Nordyke & Marmon Co. for all necessary machinery with which to equip his new elevator.

Chas. Schreiner of Kerrville, Texas, has placed an order with Nordyke & Marmon Co. for quite a large bill of elevators, power connections, belts, scales, etc.

The B. S. Constant Co. of Bloomington, Ill., has the contract for building and furnishing the machinery for Hughes Bros' elevator at St. Anne, Ill. It will contain B. S. Constant's machinery, consisting of a No. 10 combined cleaner, three dumps, three self-acting ear corn elevator boot feeders, one

sheller feeder, one sheller, one single elevator cleaner, and a No. 3 Western Sheller. C. E. Flore of Bloomington will superintend the work.

The farmers composing the Davisville Grangers' Warehouse Association of Davisville, Cal., have petitioned for a dissolution of organization.

Kenkel, Todd & Betlingen, grain commission merchants of Duluth, have opened an office at Minneapolis, Minn., which is in charge of H. H. Kenkel.

The El Reno Mill & Elevator Co.'s elevator at El Reno, Okla., is about completed. A 100-horse power Corliss Engine will furnish power for the plant.

Frank M. Powell, dealer in agricultural implements at Arthur, Ill., has engaged in the grain business at Fairbanks, where he has erected a dump.

Frank Knox, grain merchant of Stronghurst, who also has elevators at Disco and Yates City, Ill., has purchased J. Knox & Co.'s elevator at Yates City.

C. H. Whitaker & Son are repairing their elevator at Ellsworth, Ill., putting in new machinery and getting it in good condition to handle the new crop.

The Northwestern Elevator Co. of Minneapolis, Minn., will rebuild its 60,000-bushel elevator at Neche, N. D., which was recently destroyed by fire.

Samuel Stanford and F. P. Smith of Kansas City, Mo., have purchased the Capital Elevator Co.'s business at Topeka, Kan., and will operate the elevator.

An elevator is being erected at Ft. Collins, Colo., to take the place of the one recently destroyed by fire. There will be ten bins, each with a capacity of 7,500 bushels.

Schnitz, Baujan & Co. of Beardstown, Ill., recently completed a 35,000-bushel addition to their elevator, and now have a total storage capacity of 150,000 bushels.

Lilly, Bogardus & Co. of San Francisco, Cal., have built a warehouse at Avon. It is 60x120 feet in size. The company will make Avon a shipping point for grain, etc.

L. H. Paige & Co. have succeeded to the business of Paige, Horton & Gunderson, grain commission merchants of Duluth, Minn. Mr. Horton has withdrawn from the firm.

The National Rice Milling Co. of New Orleans, La., has ordered a large bill of special rice mill machinery and appliances of Nordyke & Marmon Co. of Indianapolis, Ind.

Stark & Norton are enlarging and remodeling their elevator at Pleasant Hill, Ill., and will put in improvements to enable them to handle grain more rapidly and conveniently.

P. S. Heacock, dealer in grain and coal at Falls City, has engaged in the grain business at the B. & M. Elevator at Verdon, Neb., where A. N. Harris will conduct the business for him.

Van Gerpen & Rosenbeck, grain merchants of Hartsburg, Ill., are adding improvements to their elevator at that place, including a 5-horse power engine. The dump will be raised 12 inches.

All the elevators damaged by the St. Louis cyclone have been or are being repaired, with the exception of the Valley elevator, which was torn from its foundation and was not thought worth repairing.

The Lake of the Woods Milling Co. of Keewatin, Ont., recently sold 22,400 bushels of No. 1 Hard Manitoba wheat for shipment via. Vancouver, this being the fourth sale of its kind made this season.

It is reported that F. M. Baker, grain dealer of Atchison, Kan., and Duff Bros., Nebraska City, Neb., are contemplating the erection of an elevator at Nebraska City to have a capacity of 500,000 bushels.

The Whaley Mill & Elevator Co. has been incorporated at Gainesville, Texas, with a capital stock of \$100,000. The directors are: D. C. Whaley, W. H. Dougherty, James Beattie, J. O. Whaley and A. F. Jones.

The D. Rothschild Grain Co. of Davenport, Iowa, has purchased James Rae's interest in the grain business at Estherville, Iowa. Albert Rothschild will have charge of that branch of the company's business.

Carmody Bros., grain dealers of Merna, Ill., are overhauling their elevator. Many improvements are being made, and they have bought of The B. S. Constant Co. a watertight boot, two dumps and a self-feeder.

P. G. Williams has let the contract for the erection of a 20,000-bushel elevator at Montrose, S. D., which he will operate. It will be equipped with all necessary machinery, and a gasoline engine will furnish power.

Penn V. Trovillion writes us of the organization of The Paducah Grain Co. at Paducah, Ky. A flour mill has been leased, and the company will deal largely in feed stuffs and carry on a general business in hay and grain. It is expected that an elevator will be erected sometime in the future. A. W.

Coker, an experienced mill and grain man, is the superintendent, while Penn V. Trovillion, a well-known business man and grain handler, is secretary and treasurer.

Davidson & Smith of Kansas City, Mo., have relinquished the operation of the Santa Fe elevator at Argentine, Kan., stating that the switching charges were too high. Richardson & Co. of Chicago have leased the elevator.

The Dehoney & Bayless Hay & Grain Co. has been incorporated at Kansas City, Mo., with a capital stock of \$10,000. The incorporators are: D. W. Dehoney, E. Lovell Dehoney, Irving I. Bayless and Temple L. Dehoney.

R. F. Cummings, grain dealer of Clifton, Ill., has ordered of The B. S. Constant Co. three dumps and three self-feeders for all kinds of grain, including ear corn. Two of these feeders will be attached to one stand of elevators.

Kyd & Co. is the style of a new grain firm with headquarters at Beatrice, Neb. Robert R. Kyd, a well-known young business man, will be business manager. It is intended to purchase grain at several points besides Beatrice.

Daniel Gregg & Sons, who operate an elevator at Danville, Ill., and other points, expect to equip all their houses with The B. S. Constant Co.'s Automatic Self-Feeders. They are now putting two of them in their elevator at Danville.

William Perrine of Kansas City, Mo., formerly with the firm of Davidson & Smith, has engaged in the grain business at that place, under the firm name of Perrine Bros., having formed a partnership with his brother Harry Perrine.

W. P. Deyereux & Co., dealers in grain and hay at St. Paul, have opened an office at Minneapolis, Minn., under the charge of Mr. Delevan. The firm has commenced handling mill feed, and this department is in charge of C. T. Redfield, formerly of the Sawyer Grain Co.

The Johnson & Brinkman Grain Co. of Kansas City is building a 50,000-bushel addition to its elevator at Rosedale, Kan. When completed the company will have a storage capacity of 125,000 bushels, and the handling capacity of the house will be doubled.

E. O. Byrd, John Dennis and T. A. Meyer have been admitted into the firm of Tate, Muller & Co., grain commission merchants and exporters of Baltimore, Md. In giving this public notice the firm said: "They have been trusted friends and assistants for many years."

The Wisconsin Central R. R. will erect a 500,000-bushel elevator at Manitowoc, Wis., to be completed within six months, and to be ready for the opening of navigation next season. A steamship line to operate between Manitowoc and Buffalo will then be organized.

A grain company has been organized at Biggsville, Ill., by W. S. Plummer, J. C. McDill, G. H. Cowden, H. O. Garrity and Henry Clark. The officers are: Henry Clark, president; H. O. Garrity, treasurer; J. C. McDill, secretary. A 10,000-bushel elevator will be erected.

C. O. Moulton and others have organized the People's Cotton Seed Oil Co. at Lafayette, La., with a capital stock of \$50,000, and will erect a 40-ton cottonseed oil mill. The contract has been let to the Stilwell-Bieree & Smith-Vaile Co. of Dayton, Ohio, and the work will be completed by October 1.

John Van Gundy Sr. of Decatur, Ill., recently purchased at sheriff's sale the undivided half interest of J. W. Walker in the grain business of J. W. Walker & Co. of Macon, Ill., who assigned recently. The property consisted of an elevator, two wagon scales, two granaries and two office buildings. The other half interest in the business was owned by Mr. Van Gundy's son, who will manage the elevator.

J. L. Pumphrey, the well-known grain merchant of Heyworth, Ill., disappeared recently and left no clue as to his whereabouts. He left home June 12 to go to Chicago. It is said that he was in debt to the amount of \$32,000, with assets of not over \$10,000, but his friends believe that if living he will return home. W. R. Johnson was appointed custodian of Mr. Pumphrey's elevator, and leased it to Jordan Bros. of Clinton. It will be operated by Edward Jordan.

Recently the Chicago Great Western Railroad Company purchased a tract of land in Kansas City, intending to build an elevator and warehouse, the improvements to cost \$200,000, but this is all knocked in the head by the city council refusing to grant the company a right of way to lay switch tracks from its main line, across land owned by the city, and refusing to vacate two unused streets which run through the property recently purchased by the company. The railroad company is now preparing to erect its 1,000,000-bushel elevator at St. Joseph, Mo. It is expected that the same company will

build another large elevator either at St. Joseph or Kansas City next year.

The Cleveland Commercial Co. of Cleveland, Ohio, has leased the 150,000-bushel Otis elevator at that place. A spur of the Big Four tracks now runs into this elevator, and it will be used for warehouse purposes, and as a transfer house for grain which comes in from the southwest and to load it directly on the canal boats there for transportation to New York. It is said that the Big Four R. R. will coöperate with the Commercial Company and carry considerable grain to that port, and has arranged with the Cleveland Steel Canal Boat Co. to carry the grain to the seaboard.

The partnership in the firm of Smith, Hammond & Co. of Baltimore, Md., expired June 15 by limitation. J. Hume Smith has organized the Smith-Gambrell Co., while William R. Hammond and John W. Snyder, formerly of Smith, Hammond & Co., have become identified under the firm name of Hammond & Snyder, to do a grain receiving and exporting business at Baltimore and Newport News. J. C. Vincent will be in charge of the export business. Both of these organizations have ample capital for the prosecution of their business, and are composed of young, energetic and thoroughly experienced men.

## PERSONAL

A. L. Searle of Minneapolis has taken charge of F. H. Peavey & Co.'s Midland Elevator at Kansas City, succeeding Frank Goodnow.

Alfred Hertz of Hertz & Keever, grain commission merchants of Kansas City, Mo., has returned home from a ten weeks' visit to Germany.

S. W. Peirce, formerly with the Kirkbride-Palmer Co. of Minneapolis has taken the management of the Terminal Warehouse Co. at Superior, Wis.

Charles Hellickson, formerly employed in the Mable Grain Co.'s elevator at Caledonia, Minn., has taken charge of the same company's elevator at Harmony, Minn.

L. Bartlett, head of the firm of L. Bartlett & Son, grain commission merchants of Milwaukee, Wis., recently departed on a trip to Europe, and will be gone a couple of months.

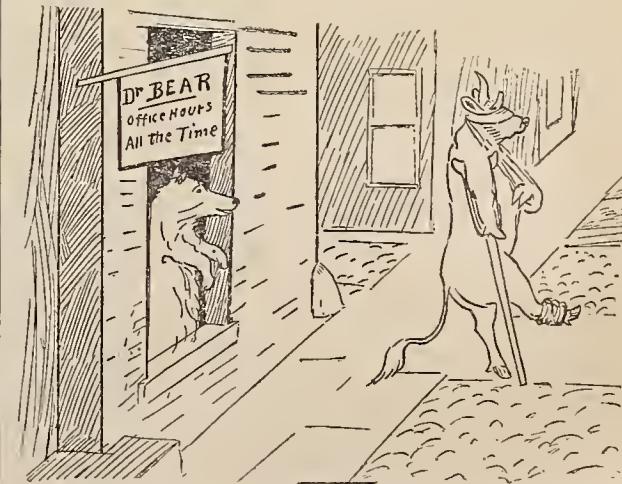
Frank Goodnow, for five years manager of The Midland Elevator at Kansas City, Mo., for F. H. Peavey & Co. of Minneapolis, resigned July 1 on account of poor health. He intends to rest a few months, and then go into business again, probably at Kansas City.

James Reilly of Hastings, who was employed as clerk by E. W. Coleman & Co., grain commission merchants of New York City, has fallen heir to an estate in Dallas, Texas, said to be worth nearly half a million dollars, upon the death of an uncle. Mr. Reilly has gone to claim the estate.

W. H. McPherson of Valley City, the independent grain buyer in charge of the Atlantic Elevator at that point, is interested in farmers getting as much as possible for grain, and refers to himself as an oddity in the elevator business, being a silver man and a populist.—Alert, Jamestown, N. D.

## TRADE LITERATURE.

**RAILROAD COMMISSIONERS' REPORT.**—The thirteenth annual report of the Board of Railroad Commissioners of Kansas for the year ending Nov. 30, 1895, contains much matter of interest. The introduction deals with regulation of carriers' charges, discrimination in rates, court decisions, etc. There is a large number of statistical tables, and of special interest to the grain trade are the decisions upon complaints and laws in relation to the commission, etc.



"HE MAY HAVE SEEN BETTER DAYS."

—By Zahm.



B. Toll & Sons, dealers in hay, etc., at Hazen, Ark., have removed to Devalls.

Balers of hay should remember that consumers want hay, not real estate.

Every country grain dealer can make a good profit by baling and shipping hay.

Leon Lewis, dealer in hay, etc., at Sacramento, Cal., sustained a loss by fire recently.

E. R. Bowman, dealer in feed and hay at Minneapolis, Minn., has sold out his business.

There is profit in good hay, well baled and properly wired. Do not run chances on the other kind.

The Smith-Korrer Co. received the first car of new hay at Superior, Wis., July 1. It was from South Dakota.

Several hay dealers of Kansas City were recently fined for doing business without the license which they failed to renew.

H. N. Schuyler's hay barn operated by D. E. McGarrah of Pana, Ill., was recently destroyed by fire. Loss \$4,000; insured.

Hay is frequently injured by being allowed to lie in the sun too long after being cut, excessive drying making it hard and brittle.

Both farmers and shippers should understand that it is necessary to know what is wanted in the market, and then supply that want regardless of their own ideas.

The National Hay Press Co., Ltd., has been organized at Houston, Texas, by W. W. Price and others, to establish hay press works. The capital stock is \$10,000.

An authority says that hay that has been baled two or three months before it is shipped inspects on arrival a grade below what it would when first baled. Fresh baled hay sells best.

Minter Bros., commission merchants of Kansas City, Mo., are erecting a warehouse at that place. It will be 60x80 feet in size, and there will be a storage capacity for about 50 tons of hay.

The first car of new timothy hay was received at St. Louis, Mo., June 20. It came from Ft. Scott, Kan.; condition and quality were good, and the car brought \$18 per ton when sold at auction.

The Committee on Hay and Straw recently appointed for the New York Produce Exchange consists of the following members: M. L. Rickerson, chairman; D. F. Wells, S. W. Bowne, S. Ingersoll, Henry Dusenberry.

English farmers often excel Americans in hay making. The climate and restricted production has forced them to give more attention to the nice points of hay making than do farmers of the United States, where quantity is on an almost equal footing with quality.

The Lehigh Valley R. R. Co. has decided to build at once a hay shed at Jersey City, N. J., to take the place of the one burned last May. It is to have a capacity of 3,000 tons, double that of the old one, and will be completed in time for the greater part of the new crop.

Unless all indications fail there will be a big crop of hay this season. Dealers should make it their business to advise growers to keep all poor grades at home, and send only the best to market. The cost of handling the poorest hay is more than the cost of handling the best.

The hay business on anything like an extensive scale is of only recent growth, and was made possible by the invention of the hay press. Hay is still a bulky article for shipment, and there is a fortune in store for the genius who can invent a machine that will compress the same quantity into a smaller bale.

Last year the receipts of the Hay Inspection Department of the New York Produce Exchange fell about \$900 behind expenses. For this reason the Board of Managers of the Exchange proposed to abolish the department altogether. Hay men, of course, opposed the proposition, and a committee of ten waited on the managers to protest against it. The committee's efforts were successful, and the department will remain as heretofore. After September 1 the Inspector will receive no salary from the

Exchange, but will take the inspection fees instead. It is said that the failure of the department to pay the past year was due not only to the dullness of trade, but also to the fact that much of the hay arriving was from Canada and inspected there.

Hay may be liable to spontaneous combustion, it may attract lightning, but one thing that can be said in its favor is that it resists cyclones. During the storm in St. Louis it was noticed that in livery stables where everything else was carried away piles of baled hay were left undisturbed.

We hear a great deal about corn being "king," but it is not generally known that the hay crop of the United States equals in value the corn crop, and doubles that of the wheat crop, and it will be far more valuable as soon as our people are awake to the necessity of caring for their crops at the proper time.—Practical Farmer.

Hay has been gradually seeking a lower level of prices for several years, and must still be handled on a very narrow margin. There is one fact, though, that is as sure to be overlooked by some penny-wise-and-pound-foolish individuals as is the season to roll around, and that is that every year choice green hay is always in demand at fair compensation, and the men who handle this grade of hay never complain.

According to a recently published statement of the Canadian exports of hay, during the year ending June 30, 1895, Canada exported to Great Britain 54,933 and to the United States 137,514 tons of hay, the value of which was \$492,683 and \$979,914, respectively. Canada's next largest customers were Newfoundland and the British West Indies, the total amount of hay exported being 200,000 tons in round numbers, the value amounting to over \$1,500,000.

Speculating as to the probability of good hay prices, the Orange Judd Farmer says: Whether or not another year of high prices for hay will prevail remains to be seen. Certainly the outlook for the coming crop, especially in all leading hay sections of the middle and eastern states, is spotted, and many counties will show a positive shortage, this fact serving to support a market, which, though dull, is steady so far as the best grades are concerned, these being in relatively light supply.

San Francisco, Cal., has a large and growing hay trade, with some of the oldest houses in that line in the United States. The best hay men in the city are members of the San Francisco Hay Association, a progressive organization, after which hay dealers of cities farther east might pattern with profit to themselves. Joseph Magner is secretary of the Association. Last year the Association sent out circulars advising farmers to be more careful about dirt, chaff and other impurities in hay, with the result that the hay marketed was much cleaner than before.

A Cincinnati commission merchant recently told this story of a shortage: "A large shipper, of whom we were buying freely, wrote us that he noticed his shipments which were being forwarded to us from a certain territory, were all running short about 1,000 pounds to the car, while his shipments from other sections to us were holding out nicely. He suggested that one of our firm personally witness the weighing of a car from the irregular territory. We complied with his wishes only to find the same shortage of 1,000 pounds to exist. We so reported the case to him, with the result that he found he had been paying certain individuals of whom he had been buying his hay from this particular territory, for just 1,000 pounds to the car more than he received."

In urging hay dealers and shippers to do a little missionary work among farmers, a Nashville, Tenn., firm says: Try to get them to cut their hay in the proper time, and care for it as it should be. Let us not have so much low grade hay this season as we had the past season. The difference in the price of good hay and low grade is widening. Prospects are favorable all over the country for a tremendous hay crop this season, and if there is enough good hay to supply all demands, the one who ships low grades will suffer, so let us try to have as much of it good as possible. Insist on the farmer cutting his hay in good time, and taking care of it properly. There is a good deal of hay received that would have inspected one to two grades higher if it had been cut a week or ten days earlier and properly cared for.

If hay shippers could but be convinced, says the Kansas Farmer, that there is an immense field for talent in the hay business, and that it cannot be rushed into blindly, but requires a knowledge of the quality that is in demand as well as the manner in which it should be prepared, there would be a great diminution in the amount of kicking that is done each year by shippers who have been buying experience unnecessarily. There are numbers of shippers who understand their business, and whose hay is always sought after because they put it up according to the demands of the trade. Another significant fact is you never hear them kick on the prices. Why? Because they are always posted and know when the market is dull and hay hard to move. When farm-

ers and shippers begin to understand that enring hay is an art, they will then be in a fair way to be successful.

The case of J. M. Gibbons vs. the Kansas City Hay Dealers' Association has been settled for the time being, the plaintiff, who sued for \$10,000 damages, being awarded \$750, the defendant paying the costs, about \$500. The case was on account of libel, and arose from the action of the Kansas City Hay Dealers' Association in issuing a circular warning the trade against Gibbons, and charging him with having forged the name of the inspector of the Association to several certificates of inspection, on the strength of which he was to have sold an inferior grade of hay at the highest market price. There were three suits brought by Gibbons, the one decided, one against the Association for malicious prosecution of Gibbons before a justice of the peace, and another against a local paper charged with publishing the circular against Gibbons. The Association has carried its case to the Supreme Court.

Speaking of the Canadian hay trade recently B. R. Bent, dealer in forage at Amherst, Quebec, said: "We commenced business as a firm less than a year ago, aiming at doing a maritime trade and keeping a sharp lookout for exporting to the American and English markets. We buy our hay altogether in the maritime provinces, Colchester and Cumberland being our chief counties for purchasing in Nova Scotia, a small amount coming from Pictou, and in New Brunswick we get the most in Westmoreland County." Mr. Bent does not look forward to an increase of trade in hay with American ports next year, but from the English market he expects the great impetus of trade to come if the freights are reduced. Next year he will have a chopping mill in operation, and will put hay on the market as chopped feed, and this is what the English consumer wants. If he can get the hay chopped he much prefers it to its natural dry state, coming pressed in bales.

#### REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending June 20 receipts of hay were 6,243 tons, against 7,306 tons the previous week. Shipments for the week were 2,743 tons, against 3,228 tons for the previous week. A very dull market was experienced for both timothy and Upland Prairie hay. The arrivals continued heavy and quality poor, the market was overstocked with low and medium grades. Only a moderate inquiry existed, with only choice hay wanted. A weak feeling prevailed and prices for Upland Prairie declined 25@50 cents per ton. The receipts of new prairie hay gradually increased and buyers gave it the preference, the hay being bright and sweet.

During the week ending June 27 receipts were 6,799 tons, shipments 2,525 tons. Extreme dullness prevailed in the market for hay. A moderate local inquiry existed for strictly choice timothy, and the offerings were only fair. Prices 25@50 cents lower. Low and medium grades were in large supply, and it was almost impossible to effect sales. Little or no demand. Prices declined \$0.50@1.00 per ton. The market for Upland Prairie was in a demoralized condition. Receipts heavy and all out of proportion to the demand. No inquiry for shipment, and local dealers taking hold sparingly. Old hay was particularly dull, only new hay wanted. Prices declined about \$1.00 per ton. Sales of Choice Timothy ranged at \$10.50@11.50; No. 1, \$10.00@10.50; No. 2, \$9.00@9.50; not graded, \$6.00@9.00; Choice Prairie, \$8.00@9.50; No. 1, \$7.00@8.50; No. 2, \$7.00@7.50; No. 3, \$5.00@6.50; No. 4, \$5.00; not graded, \$5.50. Rye straw sold at \$7.50@8.50, and oat straw at \$8.50.

During the week ending July 11 receipts were 3,644 tons, against 5,167 tons the previous week. Shipments for the week were 1,291 tons, against 2,347 tons for the previous week. For strictly choice sound old or new timothy there was a very fair demand during the past week, and a firm feeling prevailed, especially for old hay. Medium and low grades were in large supply and very dull. Scarcely any demand. Some of the new hay is arriving in a heating condition and was about unsalable. The receipts of Upland Prairie were heavy and the market ruled exceedingly dull. Only a moderate inquiry existed, with buyers giving the new hay the preference. New hay in a heating condition and old hay almost unsalable. A feature was the premium paid for Kansas over the Iowa hay. The former was generally sound and of choice quality, while the latter was coarse and in some instances heating. Sales of Choice Timothy ranged at \$10.00@11.50; No. 1, \$9.00@10.75; No. 2, \$9.50@10.00; not graded, \$5.00@7.00 for heating, and \$8.00@9.50 for fair to good; Choice Prairie, \$8.00@8.00; No. 1, \$7.00@7.00; No. 2, \$5.00@6.50; No. 3, \$4.00@6.00; No. 4, \$4.00. Rye straw sold at \$6.00@7.25, and oat straw at \$4.75.

It is proposed to issue blanket receipts for grain, covering all the stores of the Brooklyn Wharf and Warehouse Co. at Brooklyn, N. Y. Several meetings have been held by the trade to consider the project.

## CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

MICHIGAN, Dowagiac, Cass Co., June 30.—The new wheat received so far is good and plump. GEORGE MELVIN.

KANSAS, Lawrence, Douglas Co., June 30.—Our new wheat is tiptop, bright as gold and well filled. Samples of Red May test 63 pounds per bushel from the thrasher. DAVID KREHBIEL.

MISSOURI, Arrow Rock, Saline Co., July 13.—There will be about two-thirds of an average crop of wheat here, and it will average No. 2 in quality. It is selling at 40 cents. GUSTAV MOEHLER.

IOWA, Hepburn, Page Co., July 1.—Crop prospects are up to a fair average. Oats are very heavy and rank, and are falling fast. There are heavy reserves of grain in the country. W. H. CHAMBERS.

ILLINOIS, Ursa, Adams Co., July 12.—The acreage of wheat is 90 per cent, yield 75 per cent. of an average. There is no old wheat in farmers' hands and the new crop will move freely. GEORGE McADAMS.

SOUTH DAKOTA, Salem, McCook Co., July 7.—The crops are looking fine. There will be some barley harvested the latter part of this month. Oats will be ready to be harvested about the 15th. S. H. CLOMAN.

PENNSYLVANIA, West Middlesex, Mercer Co., July 7.—The wheat crop here is a failure. The farmers have not enough for their own bread. Many had a crop of less than 4 bushels to the acre, and few will have any to sell. VEACH BROS.

KANSAS, Mont Ida, Anderson Co., July 10.—The corn cannot amount to more than 60 per cent. of what it was last year. There is about 10 per cent. of the old crop in storage. We have no wheat. Oats are about one-quarter of a crop. Flax is good. O. F. NEAL.

KANSAS, Inman, McPherson Co., July 7.—The wheat in this county is all cut. The condition was good. Oats are almost a total failure. Corn is in splendid condition, and will make a good yield if nothing unusual happens. We have had plenty of rain. J. F. ANDREWS.

Nebraska, Walworth, Custer Co., June 29.—This is the part of Nebraska where short crops and drouths have been the rule. But crop prospects are better this season. The acreage of wheat in this section is fully 25 per cent. more than that of last season. R. H. SARGENT.

PENNSYLVANIA, Quakake Valley, Carbon Co., June 22.—Wheat in this and adjoining counties is very poor. Not one-third of a crop will be harvested. A good many farmers have plowed up their wheat fields and planted oats. There is an average acreage of corn and oats, and both look good.—C. F. HELFRICH.

IOWA CROP REPORT.—The Iowa crop report for July 1 shows the following condition: Corn, condition 92 per cent., and acreage, compared with last year, 98 per cent. Winter wheat, condition, 91; spring wheat, 87; oats, 91. The condition of spring wheat and oats has been somewhat lowered since July 1 by rust and lodging.

IOWA, Carroll, Carroll Co., July 6.—The acreage of wheat is double that of last year. There is a little rust in the wheat, but I doubt if it will injure the grain. Prospects are encouraging for a large yield. There is an average of corn, and the condition is good. There is an average acreage of oats, and rank growth will injure the quantity and the quality. J. H. LANGLOIS.

INDIANA, Wolcott, White Co., July 13.—The acreage in corn is about 100 per cent., the condition 95 per cent. of an average. A rain would help it very much. Oats are very fine, and promise a large yield. Hay is also very fine, the crop being the best in quality we have had for years. Wheat is very poor, yielding only 3 to 10 bushels to the acre. Stocks of grain in farmers' hands are light, with the exception of corn, of which there is still some on hand. A. & E. H. WOLCOTT.

MINNESOTA, Richmond, Covington Co., July 13.—The outlook for the growing crops is about fair, but the wheat crop will not be more than two-thirds of that of last year. The acreage in wheat is about 5 per cent. larger than last year. Oats are going to be a good crop, barley fair, but small acreage. Rye is now being harvested. It is good in quality, but thin and will yield about 20 per cent. less than last year; acreage also is somewhat smaller. The outcome of the crop will now depend on the weather more than anything else. The last two days were very hot, and I think it has done some damage al-

ready. There is about 7 per cent. of last year's crop of wheat in farmers' hands, and 20 per cent. of oats, 15 per cent. of barley, 5 per cent. of rye. J. J. AHMANN.

OKLAHOMA, Edmond, Oklahoma Co., July 11.—On account of the failure of the crop last year the acreage of wheat this season is somewhat less. The yield is not good, and there will be about one-half a crop. The condition of the grain is not good, owing to the heavy rains about harvest time, which damaged much of the wheat. The bulk of the wheat will grade No. 3, although there is a fair percentage of No. 2. MITCH & MARTIN.

OHIO, Shreve, Wayne Co., July 13.—The acreage of wheat is 100 per cent., and the yield will be one-sixth of a full crop. The quality is very poor, grading No. 3. There is no old wheat on hand. The acreage of corn is 100 per cent. The condition is excellent. There is 25 per cent. of the old crop on hand. The acreage of oats is 110 per cent., and the condition is excellent. There is none of the old crop on hand. The acreage of clover seed is 80 per cent., and there are prospects for a very good crop. W. A. CRAIG.

MINNESOTA, Stanton, Goodhue Co., July 13.—The acreage of wheat in this vicinity is about 50 per cent. more than it was a year ago, and is damaged badly by rust. We will not get over half a crop. Oats acreage is about the same as last year, and the crop is looking fine. There is about 30 per cent. of last year's crop in farmers' hands, not much in elevators. There is 10 to 15 per cent. increase in the acreage of flax, and it looks fine. There is about 10 per cent. of last year's crop still in farmers' hands. W. T. & GEO. LAW.

NORTH DAKOTA, Buffalo, Cass Co., July 11.—The acreage of wheat was increased about 5 per cent. over last year's. The condition is about 50 per cent. compared with last season, and 60 per cent. compared with an average season. The crop looked fine until about three weeks ago, when rust struck it badly. Since that time the weather has been so very hot and dry that the stalks and some of the stalks are killed, the leaves dry and the stalks stunted, so that it will be thin. There is a very poor outlook. Oats and barley would be benefited by rain. Early sown flax looks well, but it is too dry for what was sown late. Some wheat has been plowed up, more will be, and at least one-third of it should be. M. E. HAWK.

INDIANA, Warrington, Hancock Co., July 13.—Warm, fair weather with only a few local rains has made conditions favorable for harvesting and growing crops. Corn is in excellent condition and growing rapidly, standing quite high in many fields. It is being laid by. Oats are very fine, and never promised better. They are ripening fast. Vegetables are abundant. The haying season is on. The crop of hay is good but light. Young clover looks well. Pasturage is good. A good crop of timothy is being harvested. The farmers are almost through thrashing wheat in this county, and report an average yield of only 15 bushels to the acre. This is the poorest crop of wheat raised in Hancock County for several years. J. M. SEMANS.

WISCONSIN, Westfield, Marquette Co., July 14.—I think the acreage of grain this season is a little less than in the last two years. There is no great amount held over by farmers, as the crop of 1894 was light, and previous to that grain was bringing a good price and was sold quite close. The crop of 1895 is very good, although in this particular locality not as good as we have had, owing to the drouth last fall. There is no wheat or barley raised in this locality; there is rye and oats, and some little winter wheat, but there has not been a bushel of wheat shipped away in years. This is a good bean country, and the present crop is looking well. There is one-quarter of the old crop on hand. Everything in the produce line is so low that the dealer has no show for a living margin, and if present conditions continue much longer the farmers will be ready to throw up the sponge. LAWTON & RAWSON.

NORTH DAKOTA, Grand Forks, Grand Forks Co., July 6.—During the month of June, which is considered a critical month for wheat in this section of country, the growing crop looked very fine, but the first of July finds the wheat in some counties in anything but a good condition. The long continued rains in the spring soaked the earth, which made seeding very slow work. Owing to the hardness of the ground the wheat did not send its roots downward, but obtained its sustenance from the top of the soil. The copious rains followed by warm weather caused it to grow up rank, which made the plant very tender. During the last two weeks of June the weather was dry and warm. Heavy dews have fallen at night, followed by hot, sunny days, which has caused rust to appear on the wheat plant, and that has killed off the shoots, and only left the main stalks. The grain has also begun heading out in numerous instances, and the plant has insufficient life for the heads to fill. Rain is badly needed in some counties, and if it does not come within the next few days there are some counties will not

have two-thirds of an average crop. This is particularly true of some counties along the main line of the Northern Pacific Railroad. From reports of those who have traveled over various portions of the state, conditions elsewhere are even worse, if anything, than in Barnes and other counties on the Northern Pacific. Some portions of Minnesota are in about the same condition, and if it continues the Northwestern states will not put as much wheat into the visible supply this year as usual. C. M. HARTWICK.

MICHIGAN, Lansing, July 8.—Wheat, according to the Michigan crop report issued by the Secretary of State to-day, shows a marked increase both in acreage and condition over one year ago. The average yield per acre is estimated at 12.44 bushels, an increase of 2.56 bushels. The increased acreage is nearly 15 per cent. Corn is estimated to yield 98 per cent. of an average crop, oats 100 per cent., and potatoes 94 per cent. Compared with average years, the area planted to beans is 94 per cent. The condition of meadows and pastures ranges from 75 to 80 per cent. of the average.

OHIO.—The state crop bulletin, showing the condition of crops in Ohio on July 1, issued by the State Board of Agriculture, shows that wheat has fallen off 4 points and is now only 45 per cent. of a full average crop. This is due to the ravages of Hessian fly and rust. The following are the more important figures given in the bulletin: Wheat, area sown last fall, 2,251,043 acres; plowed up this spring, 11 per cent.; total estimated area for the harvest of 1896, 2,011,706 acres; condition compared with an average, 45 per cent. Barley, condition compared with an average 66 per cent. Rye, plowed up this spring, 5 per cent. Oats, condition compared with an average, 101 per cent. Corn, area planted in 1895, 2,553,535 acres; area planted this year, compared with 1895, 102 per cent.; estimated area for 1896, 2,904,815 acres; condition compared with an average, 96 per cent.; damage by cut worms, 5 per cent.; damage by white grub worms, 2 per cent. Clover, damage by white grub worm, 3 per cent.; product per acre, 1.07 tons; quality compared with an average, 76 per cent. Potatoes, area planted in 1895, 144,253 acres; area planted this year, compared with 1895, 95 per cent.; total estimated area for 1896, 137,162 acres; condition compared with an average, 98 per cent. Timothy, compared with an average, 73 per cent.

GOVERNMENT CROP REPORT.—Returns to the Statistician of the Department of Agriculture make the following averages of condition: Corn, 92.4 per cent.; winter wheat, 75.6; spring wheat, 93.3; combined spring and winter wheat, 83.4; oats, 96.3; winter rye, 83.8; spring rye, 98.6; barley, 80.1; tobacco, 91.5; potatoes, 99; rice, 82.9. Acreage of potatoes compared with 1895 is 93.7. The report on the acreage of corn, which is preliminary, shows 98.7 as compared with that of 1895, a decrease of 1.3 points. This makes in round figures \$1,000,000 acres, against 82,000,000 acres planted last year. The acreage as for the principal corn states is: Ohio, 106.7; Michigan, 106; Indiana, 103; Illinois, 103; Iowa, 97; Missouri, 99; Kansas, 105; Nebraska, 102; Texas, 83; Tennessee, 94; Kentucky, 96. The average condition of corn is 92.4, against 99.3 in July last year. The average of condition in the principal states is as follows: Ohio, 106; Michigan, 100; Indiana, 111; Illinois, 98; Iowa, 94; Missouri, 81; Kansas, 102; Nebraska, 103; Texas, 89; Tennessee, 90; Kentucky, 97. The condition of winter wheat is 75.6, against 77.9 in June, and 65.8 last July. The percentages by states are: New York, 78; Pennsylvania, 70; Kentucky, 64; Ohio, 50; Michigan, 73; Indiana, 66; Illinois, 80; Missouri, 75; Kansas, 75; California, 100; Oregon, 95; Washington, 100. The condition of spring wheat is 93.3, against 99.9 in June, and 102.2 in July of 1895. State averages are: Minnesota, 88; Wisconsin, 97; Iowa, 96; Kansas, 90; Nebraska, 90; South Dakota, 99; North Dakota, 96; Washington, 97; Oregon, 93. The European agent of the department reports that the weather during June was greatly in favor of grain throughout Europe. Average crops are indicated for the United Kingdom, Germany, Holland, Belgium, Spain, Italy and Russia, while for France, Austria, Hungary, Bulgaria and Roumania the reports are still more favorable. The French wheat crop is expected to suffice for home requirements. The hay shortage in the United Kingdom, due to the long drouth, is less than was expected.

The Toledo Market Record of July 10 has the following notice to shippers: You mix too much rye with your wheat. Out of 49 cars of No. 3 soft on track this morning, 28 would have graded No. 2 soft, but for the rye, and of 16 cars wheat and rye mixed, 8 would have graded No. 2, but for the excess of rye.

The Missouri Pacific, Missouri, Kansas and Texas, Kansas City, Fort Scott and Gulf and other roads running to New Orleans, Galveston and Southern ports have as yet taken no steps toward meeting the new competition of the Eastern lines, but it is generally understood they will reduce the rate on grain from the Missouri River to Galveston and New Orleans to 15 cents.

## Fires - Casualties

R. L. Carver's elevator at Pre-Emption, Ill., was burned June 28.

A. C. Johnson's elevator at Joliet, Ill., was burned on the night of July 12.

The grain elevator at Orrville, Ohio, was recently damaged by fire to the extent of \$700.

An elevator at Whitewater, Wis., was destroyed by fire recently. Loss \$15,000; insurance \$6,000.

A warehouse at Morton, N. Y., containing grain valued at \$10,000 was destroyed by fire recently.

Grantz & Gloe, dealer in implements and grain at Walmar, Iowa, sustained a severe loss by fire June 23.

W. A. Johnson's elevator and mill at Dresden, Ont., was damaged by fire recently, entailing a loss of \$5,000.

John Johnson, a millwright, fell from a scaffolding on elevator "B" at St. Louis, Mo., June 26 and was instantly killed.

W. F. Adam's grain warehouse at Hedrick, Idaho, is reported to have been destroyed by fire. It was insured for \$300.

The Monarch Elevator at Battle Lake, Minn., was destroyed by fire at 10 p. m., June 26, together with considerable grain.

There was an insurance of \$37,000 on the grain damaged in the burning of the Cargill elevator at Green Bay, Wis., June 11.

The White Mills Distillery Co.'s two warehouses at Louisville, Ky., were destroyed by fire recently, entailing a loss of \$125,000.

Murray Faxon, an employee at Hawley & West's elevator at Muir, Mich., fell from a platform June 27, and sustained severe injuries.

Lawton's elevator and two warehouses at Portland, Iowa, were destroyed by fire June 26, the cause of which is unknown. They will be rebuilt.

Two elevators and grain warehouses at Monroe, N. Y., containing a large quantity of grain, bags and machinery, were recently destroyed by fire.

C. P. Liljeblad's barn near Gatesville, Texas, was destroyed by fire July 4, together with 8,000 bushels of corn, 50 tons of hay and a quantity of oats, etc. Loss \$8,000.

Henry W. Charles, grain dealer of Spiceland, Ind., sustained a loss of \$2,500 by the burning of his warehouse and grain at that place. The insurance is \$1,200.

A. D. Warner's elevator at St. Edward, Neb., was destroyed by fire June 22, together with 18,000 bushels of grain and considerable coal. Loss \$12,000; insurance \$3,500.

Beck Bros' elevator and mill at Cecil, Ohio, were destroyed by fire June 30, and the night watchman is supposed to have lost his life in the flames. Loss \$45,000; insured.

J. R. Griffin's elevator at Goldfield, Iowa, was burned on the night of June 29, together with considerable grain. Loss \$1,500; partially insured. The origin of the fire is unknown.

J. M. Hubbard, a grain dealer of Minneapolis, Minn., committed suicide recently by taking morphine. He left a letter stating that the cause of his action was losses by speculation.

H. M. McLean's elevator and flour mill at Guyon, Quebec, were destroyed by fire June 27, together with considerable grain. The loss was heavy and was partially covered by insurance.

Two barns at Momence, Ill., belonging to Joseph Lampert and G. W. Watts were struck by lightning on June 20 and burned. Four thousand bushels of grain were destroyed. Loss \$4,800; insurance \$1,700.

The elevator at Sparland, Ill., operated by William Riddle, was destroyed by fire on the night of June 17, together with corn cribs and about 30,000 bushels of grain. There was an insurance of \$5,000.

A barn and two granaries on J. J. Else's farm near Oskaloosa, Iowa, were burnt recently, together with 4,000 bushels of corn, 1,400 bushels of oats, 450 bushels of wheat and several tons of hay. Loss \$5,000; no insurance.

The large barn and granary of Robert Goethe near Pearl City, Ill., was burned June 25, together with 20 tons of hay and 10,000 bushels of corn, oats, etc. Loss \$2,000; insurance \$1,200. It is thought that tramps started the fire.

The elevator of the Tacoma Warehouse Co. at Walla Walla, Wash., was burned recently, and 1,800 sacks of wheat belonging to Dement Bros., and a carload of flour owned by Gilbert & Co., stored in

the warehouse, were destroyed. The elevator was valued at \$10,000, and was insured for \$400. The fire is supposed to have been of incendiary origin.

John Lindbaum's elevator at Whitewater, Wis., was burned at 2 a. m., June 18. The loss on the building was covered by an insurance of \$6,000. There were 500 bushels of corn and a small amount of corn and feed in store.

The barn and granaries on Herbert Weston's farm near Valley City, N. D., were destroyed by fire recently, together with 1,000 bushels of barley, 400 bushels of wheat, 400 bushels of oats, 300 bushels of millet, and other property.

The receiver of the United Elevator Co. at St. Louis has compromised with the tornado insurance companies carrying policies on the elevator at the foot of Chouteau avenue, and obtained \$30,000, half the total amount of insurance.

The Great Western Elevator at Mayville, N. D., was destroyed by fire June 24, together with 10,000 bushels of grain. The loss is estimated at \$13,000; fully insured. The origin of the fire is said to have been spontaneous combustion.

J. A. Waddington, grain dealer and merchant of Geneva, Iowa, was sandbagged and robbed of about \$400 at that place recently. He was found unconscious in the street. His wounds were serious, but at last reports he was recovering.

The National Elevator at Devils Lake, N. D., operated by the Hyde Elevator Co., was destroyed by fire at midnight June 22, together with 15,000 bushels of wheat and a small quantity of rye. The fire is supposed to have been started by tramps.

The elevator at Muncie, Ind., recently purchased by Slack Bros. of Brightwood was destroyed by fire on the night of July 1. Thirty tons of hay and straw, and 1,400 bushels of oats were destroyed. Loss \$3,000; insurance \$1,000. Incendiary is suspected.

The Northwestern Elevator Co.'s elevator at Neche, N. D., was struck by lightning and burned recently, together with 3,000 bushels of wheat. Loss \$6,500. A 60,000-bushel elevator will be erected in its place.

Russell Sale, the young son of E. Sale, who owns and operates an elevator at Fisher, Ill., was recently injured in the elevator. While playing in a corn bin a quantity of corn fell over him. He escaped death from suffocation, but his back was severely injured.

John Yager, grain buyer at Frankfort, S. D., for Van Dusen & Co., got up on the roof the other day to fix a broken window in the cupola. He was blown off and fell on the railroad track 60 feet below. He was very seriously injured, but at last reports was still living.

The elevator at Redwood Falls, Minn., belonging to The Van Dusen Harrington Co. of St. Paul, was burned July 9, together with 20,000 bushels of wheat and 3,000 bushels of flax. Loss \$15,000; insured. This is the third time the house has burned, and incendiary is suspected.

Brooks Bros' elevator at St. Thomas, N. D., was destroyed by fire on the night of July 1, together with 1,500 bushels of wheat. Loss \$15,000. The elevator was insured, but the insurance on the contents expired at noon, a few hours before the fire occurred. The elevator will be rebuilt.

D. L. Thompson's elevator and near-by flat houses at Appleton, Minn., were burned June 30, together with 20,000 bushels of wheat, of which 17,000 bushels were stored by farmers and others, and 200 sacks of flour belonging to Jennison & Co. There was little or no insurance on the wheat.

A. T. Hanks' elevator at Waukesha, Wis., containing 18,000 bushels of oats, collapsed July 5. The loss on the building is \$6,000; loss on the oats will be slight. The elevator will be rebuilt. It pays well to have an elevator erected properly, and only legitimate contractors and builders can do the work.

While an oat bin in an elevator at Callender, Iowa, was being emptied on July 3, Ida Bollinger, 11 years old, who was playing over the bin, slipped and fell in. She was stunned by the fall, and although help was soon at hand, she was sucked into the oats and was found smothered ten feet below the surface.

A boiler in an elevator at Phoenix, N. Y., exploded recently, destroying the elevator and killing the fireman, who was totally inexperienced. It was an old portable boiler which had been taken from a scrap pile and refitted with new tubes, and it exploded upon the first attempt to fire up. The verdict rendered by the coroner's jury was low water.

The Terminal Elevator at St. Louis, Mo., which had a capacity of 600,000 bushels, was destroyed by fire at 2:20 a. m., July 13, and several thousand bushels of grain were destroyed. There were several explosions, presumably of dust, which is thought to have been the cause of the fire. The total loss is

estimated at between \$250,000 and \$350,000. Insurance on building \$75,000; on grain \$35,000.

The Phoenix Grain & Feed Co.'s corn bins at Union City, Tenn., were destroyed by fire June 20. Loss \$700; there was no insurance. The fire was caused by a lighted cigar which was thrown away.

## WATERWAYS

The St. Clair-Erie Ship Canal Co., whose charter expired some time ago, is now working at Ottawa, Canada, to have it renewed.

Work on the improvement of the Erie Canal will begin as soon as this season's navigation closes, and will be pushed to completion as rapidly as possible.

The superintendent of the Welland Canal has issued an order allowing boats to pass through the canal drawing 13 feet 9 inches of water. The former limit was 13 feet 6 inches.

While going down the Cornwall Canal June 29, bound for Montreal, the barge Bismarck, loaded with 25,000 bushels of wheat, struck one of the guards in the lower end of the canal and sank.

There is a movement on foot in Superior, Wis., to establish a central canal and abandon the present entrances to the Bay of Superior from the lake. If the proposition is carried out the entrance will be near the central part of Minnesota Point.

The New York Produce Exchange is attempting to get a revision of the steamship rules affecting demurrage charges and a readjustment of the lay days allowed steamships on grain shipments. The Baltimore Commercial Exchange suggests that the grain charter be made obligatory upon shippers and steamship agents at all Atlantic ports.

It appears that more grain will be carried by The Cleveland Steel Canal Boat Co.'s boats this season than was at first expected. It is reported that with the leasing of the Otis elevator at Cleveland by The Cleveland Commercial Co., the Big Four Railroad has agreed to take considerable grain there, and has closed a deal with The Steel Canal Boat Co. to carry the grain to the coast. Some of the boats of The Cleveland Steel Canal Boat Co.'s new fleet of three steamers and ten barges have been completed and are in commission.

The report of freight traffic of the two Sault canals during June shows a total of 2,690,587 tons. This included, on the United States canal, 4,129,722 bushels of grain, against 1,592,571 bushels in June, 1895; on the Canadian canal 3,847,612 bushels in June, 1896. There were 673,306 barrels of flour on the United States canal, against 1,216,472 in June, 1895, and 248,343 barrels on the Canadian canal. There were 2,144 United States vessels passing in June, and 1,066 Canadian vessels. The total traffic of both canals up to July 1 this season amounted to 5,467,422 tons.

It turns out that through an error in the wording of the river and harbor bill the \$750,000 appropriated for the improvement of Chicago harbor must all be used for dredging. According to the engineer's estimate—and engineers' estimates are not inclined to be low—only \$360,000 will be required for the dredging contemplated, that is, to a depth of 17 feet. As it is desired to straighten the bends in the South Branch, the matter will probably be adjusted by Congress. Work will soon be commenced on dredging the river, and it will take two years to finish it.

It seems a great pity, the Marine Record says, that Congress failed to authorize a survey and report on the matter of raising lake levels by means of a dam at the foot of Lake Erie, a plan which has the unanimous approval of lake engineers. It now seems that part of Buffalo's big appropriation might be diverted to the construction of part of a dam, with more benefit to Buffalo harbor than could be secured by its expenditure for dredging. It seems that some action on this line will be taken in a very few years at the farthest, and an enterprise of such moderate cost and such vast benefits ought not to be treated with indifference.

Canadian engineers are proposing a rival to the Erie Canal as a grain route. The proposal is by a series of canals, in connection with the French and Ottawa Rivers and Lake Nipissing, to cut off the route through Lake Huron, St. Clair River, Lake St. Clair, Detroit River, Lake Erie and so on eastward, either through the Erie Canal and the Hudson River to New York, or through the Welland Canal and Lake Ontario to the St. Lawrence. Admitting the engineering practicability of the scheme, Canada is in no position to incur the heavy expenses this enterprise would entail. The greatest need of that country seems to be a little dredging of existing waterways.

Contrary to expectations the yield of potatoes promises to be quite large again this year.

## The EXCHANGES

A membership in the Chicago Board of Trade recently sold at \$700 net to the buyer.

Tickets of membership to the New York Produce Exchange were recently quoted at \$210.

Members of the St. Louis Merchants' Exchange enjoyed an outing on July 2, when they went on an excursion to Montesano Springs.

The recently appointed Arbitration Committee of the New York Produce Exchange consists of the following members: Evan Thomas, chairman; Frank A. Ferris, E. S. Whitman, Franklin Quinby, Paul Gottheil.

We have received the forty-first annual report of the Baltimore Corn and Flour Exchange for the year ending Dec. 31, 1895. It contains the report of President England and a large amount of valuable statistical matter.

The following members of the Pittsburgh Grain and Flour Exchange were the successful candidates for election as managers of that body for the ensuing year, at an election held June 9: Samuel R. Patterson, Harvey L. Houck, William Henry, Harry G. Morgan, John J. McCaffrey, John A. Moore, Philip Geidel, Robert Thorne, James W. Smith, Samuel B. Floyd, John McCracken, John Hood, Caleb McCune.

The Board of Managers of the New York Produce Exchange recently gained a favorable decision from the Court of Appeals which is of some importance as establishing its legal right to suspend members. A member suspended in August, 1895, for an indefinite time, applied to the Superior Court and a writ of mandamus was issued compelling the Exchange to reinstate him. The Exchange then carried the case to the Court of Appeals, and a decision in its favor was handed down.

We have received the thirty-eighth annual report of the trade and commerce of Milwaukee, Wis., for the calendar year ending Dec. 31, 1895, and the fiscal year of the Chamber of Commerce ending April 6, 1896. It was compiled for the Chamber of Commerce by Secretary Wm. J. Langson. It contains all annual reports besides statistical matter covering a wide field. The book consists of nearly 300 pages, including an appendix in which are the charter and rules of the Chamber to May, 1896.

W. O. Dodge & Co., commission merchants of Minneapolis, some time ago brought suit against the Chamber of Commerce Clearing House for \$50,000 damages, alleging that the Clearing House asked for margins when the market did not warrant it, and when they did not pay closed out their contracts, selling 205,000 bushels of May wheat. The case was ended June 18 by the court granting defendant's motion to dismiss the action. The court held that the actions of the plaintiffs after the Clearing House had sold out their wheat were such as to show that they accepted, ratified and adopted the acts of the Clearing House as satisfactory.

The Board of Managers of the New York Produce Exchange has adopted a number of amendments to the rules governing the grain trade on the Exchange. The amendments went into operation June 29. The first amendment is to Rule 4, Section 1, and provides that the superintendent of the Exchange shall act as Registrar pro tem in the absence of the Registrar and in the absence of both the Chairman of the Committee on Grain shall act as Registrar pro tem. Rule 7, Section 1, is amended so that the sales of corn and rye in boatloads shall be understood to mean 8,500 bushels, and of oats, 10,000 bushels. Section 3 of the same rule has had the following paragraph added: "Certificates of grain stamped 'Identity preserved' shall not be a valid delivery upon contracts for graded grain." Following is a substitute for the existing Rule 8 providing for grain: Rule 8. The Committee on Grain shall order a public call for grain when same shall be requisite under the provisions of the by-laws, or of the Rules of the Grain Trade. Notice of such shall be posted upon the bulletin of the Exchange. All such calls shall be held between 10:30 a. m. and 2:15 p. m., and shall be conducted under the supervision of the Committee on Grain. Rule 9 is amended so as to read as follows: Rule 9. Such calls on grain shall be subject to the following regulations: 1. Unless otherwise specified all offers to buy or sell shall be understood to be in lots of 5,000 bushels. Offers to buy or sell in larger quantities than above specified shall be in multiples thereof. 2. Price per bushel, and in fractions of not less than one-eighth of a cent. 3. Deliveries on sales of cash grain on the call shall be made before 3 o'clock p. m. of the same day. 4. The rules governing the sales, deliveries (except as provided in the preceding regulation), margins and payments already existing shall govern all transactions under the calls. Nothing in this rule shall be construed as

interfering with transactions in towing lots, which shall be considered to mean not less than 4,000 bushels nor more than 5,000 bushels. Rule 33, defining brokers' liability, is amended to read: Rule 33. Brokers making transactions for account of persons not members of the Exchange, or for firms or corporations having no representative member of the Exchange authorized and empowered to bind them in contracts under these rules, shall make contracts in their own name, unless the name of the principal is given up and accepted at the time of the transaction.

## Items from Abroad

A member of the French Assembly has introduced a bill to prohibit speculative transactions in agricultural produce in France along the lines of the German measure.

A sample of new crop Argentine corn was sold on the Liverpool Exchange June 23. The quality was said to be very fine, being hard, plump and bright, and with a smaller berry than that grown in 1895.

The new anti-option law of Germany will go into effect on January 1 next. All time contracts will have to be closed up on or before that date, and time trading will then become illegal. The practical operations of the law will be watched with interest.

It is reported that a committee appointed by the Bourse Council and the Agricultural Union of Budapest has unanimously accepted the plan for holding an International Grain and Seed Market at the Hungarian capital. This market will probably be held in August instead of the usual meeting at Vienna.

Holland imported during May 574,900 quarters of wheat, and 47,800 sacks flour; exports included 433,200 quarters of wheat, and 7,700 sacks flour. The net imports of the two articles in the 10 months ending May was 1,816,000 quarters, against 1,600,000 quarters in the corresponding 10 months last season.

Germany imported in May 486,000 quarters (of 480 pounds each) of wheat, and 31,000 sacks of flour; exports included 11,000 quarters of wheat, and 19,000 sacks of flour. The net import of the two articles in the 10 months ending May was 4,275,000 quarters, compared with 4,184,000 quarters in the corresponding 10 months last season.

Russian and Black Sea shipments from Aug. 1, 1895, to June 26, compared with those of the same time of the preceding season, included: Wheat, 22,054,000, against 19,417,000 quarters (of 480 pounds each); corn, 1,681,000, against 3,145,000 quarters (of 480 pounds each); barley, 9,279,000, against 11,963,000 quarters (of 400 pounds each).

Imports into Belgium in May included 797,000 quarters (of 480 pounds each) of wheat and 9,000 sacks of flour, and there were exported 142,000 quarters of wheat and 7,000 sacks of flour. The net imports of the two articles in the ten months ending May was 3,780,000 quarters, compared with 4,358,000 quarters in the corresponding ten months last season.

Shipments of wheat and corn from New York to South Africa have been largely increased recently. During the three first weeks of June there were 109,800 bushels of wheat and 1,037,902 bushels of corn shipped, against 61,846 bushels of wheat and 299,343 bushels of corn shipped during the month of May. It is considered that the export business to South Africa has reached its highest point.

The London Times published, on July 9, its initial report of the season of the crops in Great Britain, showing their condition to have been somewhat below the normal at the beginning of July, but well above that at the corresponding time last year. Taking 100 per cent. as representing the average, the wheat crop holds out 104 per cent., barley 89, and oats 85, as against 79, 83 and 76 per cent. respectively in 1895.

France proposes a change in the import duties on wheat in proportion to the flour exported. A new measure advanced is in the nature of a sop to millers. In effect the measure would be as follows: Anyone exporting 75 kilos of flour would receive a note representing in value the import duty on 100 kilos of wheat and available for paying the same. For 100 kilos of foreign wheat imported in bond 75 kilos of flour must be exported within a fixed time and from the same port which received the wheat.

George Trapnell, grain dealer and miller of Christchurch, New Zealand, writes us as follows under date of June 9: The past harvest has been anything but successful. It promised to be one of the best for many years past, and just as the grain was coming to maturity the hot northwest winds shriveled it up, and in some cases, as with barley, completely blew it out. Hence there is not much well-matured barley or wheat in Canterbury. Good prices rule for wheat, chiefly on account of so much being exported to Sydney, Hobart and other Australian ports. At the opening in March wheat sold

at 3s. to 3s. 2d., to-day the price is 3s. 5d. to 3s. 6d. A good deal of wheat has now been sown, and farmers are getting as much in as possible.

Shipments of corn to the United Kingdom from Nov. 1, 1895, to June 27 were 6,922,000 quarters (of 480 pounds each), against 4,220,000 quarters during the same time of the preceding season. Shipments to the Continent during the same time amounted to 6,037,000 quarters, against 2,557,000 quarters during the same time of the previous season.

Russian exports from Aug. 1, 1895, to June 20, compared with those of the same time of the preceding year, included: Wheat, 14,204,100, against 14,313,500 quarters (of 480 pounds each); rye, 4,618,900, against 4,914,000 quarters (of 480 pounds each); barley, 6,304,000, against 8,941,800 quarters (of 400 pounds each); oats, 5,901,100, against 6,857,500 quarters (of 304 pounds each); corn, 600,600, against 871,500 quarters (of 480 pounds each).

The United States Consul at St. Petersburg reports as follows on the crop of European Russia: In general reports up to June 1 show that the apprehensions of the agriculturists of many localities that owing to the lateness of spring and the cold weather during the first vegetative period the grain would suffer to a great extent, has not been realized. There are only the region of the Azov Sea from the districts of Melitopol and Berdiansk up to Eisk, and in the lower Don and Northern Caucasus, some of the Baltic governments and some portions of the Central Chernozem region in which the winter grain does not look satisfactory. In all the remaining agricultural governments and districts of European Russia, the winter grain is in a satisfactory condition; in fact, owing to the favorable weather in May the condition of the grain may be called good or above middling in all the principal grain regions in the whole of the Volga basin, in the Central Chernozem region in the Southern Steppes, and in the Western and Southwestern governments. The condition of the spring grain is reported throughout to be favorable, except on the coast of the Azov Sea.

## OBITUARY

Peter A. Sustad, of the firm of Sustad Bros., grain commission merchants of Minneapolis, Minn., died recently.

William Smith, agent of the Northwestern Elevator Co. at Marshall, Minn., died July 1, at the age of 42 years.

Carlton Holland, member of the Milwaukee Chamber of Commerce since 1858, and the Chamber's first grain inspector, died recently.

James Alexander, who left Chicago last fall to embark in the wheat business in Buenos Ayres, Argentina, died in that city June 16 of malarial fever. Mr. Alexander had many friends and relatives in Chicago. He was 43 years old.

J. M. Hazeltine, who several years ago was associated with the late Edward Armen in the grain business at New York City, died recently. He was a member of the Exchange, and at one time a prominent member of the grain trade.

R. H. Mugford, who had long been connected with the grain and oil cake export trade in New York City, died recently, aged 40 years. He had been 21 years with the old house of Logan & Preston, and with Benjamin Logan, and was an esteemed member of the Produce Exchange.

## OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

B. S. Tyler of Decatur, Ill.

D. A. Royea, Enosburgh Falls, Vt.

George B. Hess of Green Bay, Wis.

Charles Beatley of Columbus, Ohio.

A. R. Montgomery of The Union Iron Works, Decatur, Ill.

George H. Dickey of The A. P. Dickey Mfg. Co., Racine, Wis.

Fred Cranston, representing the S. Howes Co., Silver Creek, N. Y.

G. M. Robinson, president of The Charter Gas Engine Co., Sterling, Ill.

"A bucket shop does a flourishing business in the village of Brocton."—Enquirer, Buffalo, N. Y. "As the result of the bucket shop in that place Brocton citizens have lost about \$5,000 in the past two months."—Herald, Panama, N. Y.

Where stock of an incorporated company is pledged by the owner as collateral security for the payment of a debt, the party to whom it is so pledged is, ordinarily, entitled to collect and receive the dividends thereon, unless this right is reserved by the pledgor at the time the pledge is made.

# PRESS & COMMENT

## WEIGHTS AND MEASURES.

It is plain that the present system is not only not perfect, but it is not a system at all. What to do about it is a question. The metric system may not be all that is claimed for it, but it is in harmony with our currency system which we do find convenient and satisfactory. In the face of the facts and the logical deductions to be made from them we can but feel that a very large percentage of the opposition to the change comes from prejudice—not necessarily ignorant prejudice, but prejudice in favor of the old as against the new.—Pioneer Press, St. Paul.

## METHODS OF DEALERS DEPRESS PRICES.

We have no pleasure in reading some of the Chicago daily literature over their private wires. It tends to depress prices, and therefore antagonizes Chicago interests, Toledo interests and the prosperity of the whole country. There is no reason for it, or in it. Wheat will move fairly, but there is a large demand for it. England wants it, and there is a margin for the shipment of it. The millers east and west want it, and very little has yet been bought at Chicago under the September price or can be bought. We depress the English market ourselves. We make no advance that is not reflected thence.—Toledo Market Report.

## THE METRIC SYSTEM.

The metric system has undoubtedly been killed by the present Congress so far as any action during the present session is concerned, but it has been brought so prominently before the public during the discussion of its merits that there is no doubt of its again coming up for consideration and ultimately for some adjustment. Like all other departures from the usages of time immemorial the adoption of the metric system cannot be hurried, and neither can Congress by legislative enactment revolutionize the methods of weights and measures without first having by process of education convinced the people that ultimate and decided benefits are to accrue therefrom.—West Coast Trade.

## CHARGES ON GRAIN AT NEW YORK.

The improvement of the Erie Canal and the abatement of unreasonable elevator charges in Buffalo are essential to the continued preëminence of this port. But it does not seem to us that in the long run it will be profitable to the railway and elevator interests here to maintain charges for grain freight and handling that make the business dependent upon the canal for its continuance. What this port needs—particularly what this island needs—is a system of warehouses on the water front, convenient to the railroad tracks. We fear that it will be long before there is any radical improvement in this respect. But the railroads and the elevators will drive business away from here during the winter unless they can reduce their charges about as low as they are at the outports.—Journal of Commerce.

## SPECULATIVE DEPRESSION AT CHICAGO.

What is known as the speculative trade on the Chicago Board of Trade is in the midst of a period of depression. If the depression were confined either to the making of low prices or to the curtailing of the volume of business it might be endurable. The depression covers both. If it were the depression of a day or a week, or even a season it might be borne more patiently. But it has claimed months already, and the end is not yet. The close of the past week marked low ebb for prices for the year. Everything appeared to be under the hammer. There is no such thing as rebound to anything. Short sellers show as little confidence as if markets were in a top-heavy condition. People in trade who never croaked before are talking in discouraging tones now. There are no investors in anything. The whole trade has gone to scalping. If a man buys to-day it is to take small profits or small losses to-morrow.—Chicago Inter Ocean.

## THE BASING POINT SYSTEM OF RATE MAKING.

The theory underlying the basing point system as employed in the South is that the railroad is private enterprise, responsible to no one except its owners as to the application of its tariffs, so long as the charges made thereunder are, *per se*, reasonable; while the other method recognizes the fact that transportation is a public service and must under similar circumstances be performed for all alike. The one takes account of special industries and grants special privileges; the other adopts the broad claim of equal service at equitable rates. That the latter proposition is the correct one is scarcely worth while to discuss at this late day. The right of the government to regulate the operation of railways for the best inter-

ests of all concerned, is no longer a matter of argument, and under such a proposition it would not seem to require any special effort to prove that a system based on preferential rates could by any possibility be defended. The very nature of our government precludes such a course. The man at the country cross-roads stands before the law on an equality with the man in the metropolis of trade.—Railway Review.

## OHIO GRAIN DEALERS' OUTING.

Members of the Grain Dealers' Association of Central Ohio, who left the city last Monday morning, via the C. H. V. & T. Railroad, for an outing on the St. Clair River, returned on Friday evening with glowing descriptions of their trip's success.

They visited Toledo, Detroit, Mt. Clemens, as well as other cities, both in the United States and Canada; but Star Island on the St. Clair flats seems to have been the chief objective point, and it is of the beauty and its sight-seeing advantages that they seem to have brought with them the most vivid recollections. In fact to hear them talk one would think they had formed a syndicate to go and buy the island.

The fishing, too, was excellent, and oh, the size of fish. Why, J. F. Wood of London, came very near being pulled into the river by one of them, but he finally got it landed all right. Some of the "boys" were a little incredulous as to this story, owing to the frailness of Mr. Wood's "tackle," but it is vouches for by the oldest man in the party, so it must be true. Mr. E. C. Wagner also made some great catches; and, it is said, had to hire an extra boat to bring his mess to shore. He is now confined to his room with rheumatism of the left hind leg. They all played cards, etc., and it is said Mr. "Honey-suckle" actually "busted" one of the "slot machines."

The business meeting is reported to have been quite spirited; so much so, in fact, that the rivalry between the outgoing and the incoming chairman raised quite a little bustle. J. W. McCord was finally given the position of honor, whilst D. McAlister, the last year's chairman, tearfully retired, preaching to the boys as he went that ever memorable sermon by Tom Moore, "Farewell."

A full report of the outing was written up by the secretary and sealed in a bottle for safe keeping, but in some mysterious way the bottle was dropped overboard into Lake St. Clair.—News, Columbus, Ohio.

A report issued by Secretary Coburn of the Kansas Board of Agriculture, gives particulars in regard to corn raising in that state. The average cost of raising corn in the 45 natural corn counties of the state is \$3.31 an acre, not counting the interest or rent, and \$5.71 including this item. The cost of corn per bushel for 25 years has averaged 14 $\frac{1}{4}$  cents, including rent or interest. The average price in this period has been a fraction over 27 cents a bushel. The cost of production, not including interest or rent, has been between 8 $\frac{1}{2}$  cents and 12 cents a bushel according to the yield per acre. An average yield of 37 bushels per acre at the average price gives the farmer a fair return for his work and about 13 per cent. on his investment.

## AWARDED A MEDAL AND DIPLOMA.

The Nordyke & Marmon Co., Indianapolis, Ind., have received their medal and diploma awarded at the World's Fair, on their justly celebrated machinery. The award is not on the largest or most complete exhibit, but on what is of greater importance, the merits of the individual machines exhibited. The awards are as follows: Best roller flour, best three pair high corn mill, best degerminator or hominy mill, best roller corn and feed mill, best French burn corn and feed mills, best general exhibit of cereal machinery. The wording of award on three pair high roller mill is as follows:

For general excellence in design, material and workmanship, for perfecting minor details. For the admirably designed three pair high six roller mill and for the ingenious arrangement of the relief spring journal box. Three Pair High Roller Mill: frame is of most unusual design, convenient and consistent. In the mechanism the first noticeable feature is that the feeding roll is cut up into narrow sections, the object being to form a sufficiently wide opening to let the larger grain through and yet not to feed too fast with a full and even width of feed. The second feature is that the slow roll of each pair is driven by a rawhide pinion on the fast roll, engaging in a cut gear on its shaft. The third feature consists in the arrangement of every minor detail, whereby the mill can be made either right or left hand mill without the reconstruction or change of a piece. The fourth and most marked feature is in the detail of construction and the elements constituting the main journal boxes, whereby the relief springs not only serve the purpose of relief but so act in a secondary way as to hold all joints in contact and the rollers apart whether there is grain between them or not. This form of journal box is common to all the mills of this company.

(Signed)

JOHN E. SWEET.

Individual Judge.

JOHN A. ROACHE,  
President Departmental Committee.

## THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Grain report of Collins & Co., Cincinnati, July 10.—A dull and slow market has ruled. Politics continue to be the dominant feature that overshadows all other interests, and until the future policy of the government is more clearly outlined the markets are more than apt to be of a plodding nature. Rains have prevailed in abundance, and vegetation of all kinds is of a luxuriant growth, insuring more than an average of feed of all kinds. The trade generally appear to be waiting for a change and look forward for some permanent improvement in the general demand before a great while. WHEAT—The movement of new wheat is somewhat more liberal, and the demand has been sufficient to take the offerings quite readily. Old No. 2 Red at 57 cents, Choice at 58 cents. No. 2 New at 56@56 $\frac{1}{2}$  cents, No. 3 New at 53 cents. Sample lots range from 45@50 cents as to quality. CORN—The reduction of the rates of freight on corn for east-bound shipment will have a beneficial effect in stimulating to some extent the demand, and we anticipate a little better inquiry than what has ruled for the past few weeks. No. 2 White is quotable at 28@28 $\frac{1}{2}$  cents, No. 3 White at 27 cents. No. 2 Mixed at 27@27 $\frac{1}{2}$  cents, No. 2 Yellow at 28 cents. No. 3 Mixed at 26@26 $\frac{1}{2}$  cents. EAR CORN—Receipts are small and the inquiry is fair for good qualities, and values are steady. Choice Yellow ear at 29@30 cents, Mixed at 28@29 cents. White at 26@27 cents. OATS—The receipts are moderate, and prices have been well maintained for good qualities, as the offerings of such are small, while the low grades are dull. There has been no new oats placed on the market as yet, and not much of a decline in values is looked for until the movement of the new crop grows liberal. No. 2 White at 20@20 $\frac{1}{2}$  cents, No. 3 White at 17 $\frac{1}{2}$ @18 $\frac{1}{2}$  cents. No. 2 Mixed at 17 $\frac{1}{2}$ @18 cents. No. 3 Mixed at 16 $\frac{1}{2}$ @17 cents. Sample ungraded at 14 $\frac{1}{2}$ @15 $\frac{1}{2}$  cents as to quality. RYE—Is very dull and it is with difficulty that sales can be made. No. 2 at 26@27 cents. HAY—Receipts for the week 1,344 tons; shipments 233 tons. For the corresponding week last year the receipts were 615 tons, shipments 259 tons. There is some little inquiry for choice and No. 1 timothy of the old, but all other grades are so slow of sale as to be about unsalable. New timothy continues to be offered and there is more pressure to ship it on the market, but is not wanted by the trade, as it is very liable to arrive out of condition and worthless. A few sales have been made of good sound new at \$8.50@9.00. We quote choice old at \$12.00@12.50, and occasionally a little more is obtained. No. 1 at \$11.50@12.00. No. 2 at \$9.00@10.00. Prairie is not wanted, and as there is more of the old timothy to come forward with an inclination to market new early, together with the cheapness of other feed products, the indications are that prices will rule lower very shortly. STRAW—Is in fair demand for bright stock at \$5.00@5.50 for wheat. MILL FEED—Very dull and values are still ruling lower; bran and middlings at \$7.50@8.50 as to quality.

Grain report of Shanks, Phillips & Co., Memphis, Tenn., June 11. CORN—Corn is quiet and steady; No. 3 White sells at 30@31 cents, No. 2 Mixed at 29@30 cents. OATS—Are selling at 21@21 $\frac{1}{2}$  cents for No. 2 White, No. 3 White at 18 $\frac{1}{4}$ @19 $\frac{1}{4}$  cents, No. 2 Mixed at 18@18 $\frac{1}{2}$  cents. No. 3 Mixed at 17 $\frac{1}{4}$ @18. HAY—Old hay is not wanted, but choice and No. 1 is in good demand; choice timothy sells at \$13.50@14.50, No. 1 at \$11.50@12.00, No. 2 at \$9.50@10.00, choice Kansas Prairie sells at \$9.00@9.50, No. 1 at \$7.50@8.00, choice Arkansas Prairie at \$7.00@7.50.

## GASOLINE ENGINE.

The adaptability of the Van Duzen Gasoline Engine for running grain elevators is plainly demonstrated in the following letter received a few days ago by the manufacturers:

HARTLAND, Wis., April 16, 1896.  
The Van Duzen Gasoline Engine Co., Cincinnati, Ohio.

GENTLEMEN:—It is with the greatest of pleasure that I recommend your engine. The No. 10 engine that you sold me five years ago is just as good as the day that you put it in, and has never cost me \$10 for repairs. It handles about 100,000 bushels of grain each year. I have two sets of elevators, and our large Dickey Overblast Separator. For cheapness of running it beats the world. I can handle about 2,000 bushels of grain at the cost of 30 to 40 cents for gasoline. Can start any time in five minutes. Takes very little water.

When started, I can leave it and go about my business. Do not need to watch it, only to keep it oiled. Would be glad to show it to anyone who is expecting to buy an engine. When they have seen it run they would have no other.

Yours very truly,

J. B. AUDLEY.

## Special Offer of the Peerless Manufacturing Company.

We make a special offer for 60 days on our combination truck and step ladder and single truck. The two trucks will be shipped for \$3 for special sale.

They are strong and durable and best truck made for mill or elevators, being hardwood and malleable iron casting. The best truck to handle barrels, boxes and bags; 3 feet 6 inches high. The combination truck is used for step-ladder and for adjusting belts or pulleys in mill and elevator. Address orders to

PEERLESS MFG. CO., Springfield, Ohio.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

#### OTTO GASOLINE ENGINE.

One 15-horse power Otto Gasoline Engine, with electric igniter, for sale. In good working order. Nearly new. Address

E. QUILITCH, Pueblo, Colo.

#### ROLLED OATS OUTFIT.

A complete rolled oats outfit for sale cheap. Has been in use only three months. Has capacity of 50 barrels per day. Address

SUNDMACHER & STRASSHEIM, 1101 Oakdale Ave., Chicago, Ill.

#### FOR SALE—ELEVATOR SCALES.

A contractor has left on his hands one track scale and four hopper scales, suitable for elevator work, new, will sell cheap. Address

CONTRACTOR, care "American Elevator and Grain Trade," Chicago, Ill.

#### GASOLINE ENGINE.

One Caldwell & Son Charter Gasoline Engine, 50 nominal horse power, for sale. Used about one year. Correspondence solicited. Address

B. B. BOECKER, Naperville, Ill.

#### GAS ENGINE CHEAP.

One good second-hand 35-horse power Raymond Gas Engine for sale. Run only one year; in first-class condition. Correspondence solicited. Address

McCRAY & MORRISON, Kentland, Ind.

#### FOR SALE OR EXCHANGE FOR GRAIN.

Thirty-five feet 16-inch steel conveyor, left hand, new; 35 feet 16-inch steel conveyor, right hand, new; one new separator, capacity 500 bushels per hour, for sale, or will exchange for hay or grain. Address

XIX, care "American Elevator and Grain Trade," Chicago, Ill.

#### KANSAS STEAM ELEVATOR.

For sale, a 20,000-bushel steam elevator with facilities for making a carload of feed per day; large retail coal houses. Everything complete. In the best grain point in the Republican Valley in Kansas. Address

E. T. ROACH, Salina, Kan.

#### IOWA ELEVATOR.

Elevator equipped with ear corn and small grain dumps, capacity 10,000 to 12,000 bushels, for sale. A No. 1 Willford & Northway Feed Mill, 15-horse power engine; good coal trade in connection. Call on or address

W. H. ROBINSON, Hedrick, Keokuk Co., Iowa.

#### IOWA MILLS AND ELEVATORS.

The administrators of the estate of J. J. Wilson, deceased, offer for sale the new Daisy Roller Mills, located at Algona, Iowa, capacity 125 barrels. New throughout one year ago. Steam power, steam heat. Up to date in every particular. Good exchange business and local trade for mill products. With this plant are elevators of 40,000 bushels' capacity, stock yards, line of coal sheds and three houses for employees. Also the Model Roller Mills located at Emmetsburg, Iowa, capacity 150 barrels. Steam power, steam heat. Large local and shipping trade fully established. No near competition. These properties are located in a good wheat section; shipping facilities from both Algona and Emmetsburg are unsurpassed. To close up the affairs of the estate either one or both of these properties will be sold at a great sacrifice. For particulars address

LENETTE W. BUTLER, administrator, Algona, Iowa.

#### NEBRASKA ELEVATOR ON EASY TERMS.

Good elevator plant at Arapahoe, Neb., for sale on account of being out of our regular territory. Easy terms. Bins and cribbing facilities for about 80,000 bushels. This elevator controls a large section of country; one other elevator in town. Parties who wish a choice Western location would do well to investigate. Address

E. R. ULRICH & SON, Springfield, Ill.

#### STEAM ELEVATOR CHEAP.

A complete steam elevator of 12,000 bushels' capacity, in splendid repair, for sale. Will handle 3,000 bushels of ear corn a day, with small grain facilities in addition. Good office, new scales, coal sheds, hopper scales, cleaners, etc. Will ship 250 to 350 cars per year. Country full of grain and good prospects for new crops. Price cheap. Selling on account of sickness. No competition. Located on branch of C. B. & Q. R. R. at Hepburn, Page Co., Iowa. Address

W. H. CHAMBERS & CO., Hepburn, Iowa.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

#### WILL BUY OR RENT ELEVATOR.

I want to buy or rent a grain elevator. State lowest cash price. Address

W. J. BROWN, Springfield, Ill.

#### LAND TO EXCHANGE FOR ELEVATOR.

South Dakota land to exchange for elevator property in wheat territory. Address

LOCK BOX 8, Ipswich, S. D.

#### SITUATION WANTED.

Situation wanted as grain buyer or on the road, by an experienced grain man. Address

B., care "American Elevator and Grain Trade," Chicago, Ill.

#### POSITION AS SUPERINTENDENT WANTED.

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, care "American Elevator and Grain Trade," Chicago, Ill.

#### MAN WANTED IN ELEVATOR.

A good, handy man wanted in grain elevator, one who has a set of tools, can do millwright and carpenter work, and make himself generally useful for all work in the building. Must be temperate and well recommended. Address

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#### IMPROVED GRAIN AND SEED TESTERS.

For 30 days we will sell the Improved Grain and Seed Tester, warranted to be true to the United States Standard Winchester Bushel, every Tester guaranteed and money refunded if not satisfactory: One pint, \$5.50; one quart, \$6.50; two quart, \$7, f. o. b., Akron, Ohio. Address

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I want a situation as foreman or manager in a grain elevator. Have had several years' experience in the handling, grading and mixing of grain and the running of elevator machinery. I understand bookkeeping and all the details pertaining to the business. First-class references. Address

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Sealed proposals, in triplicate, will be received here and at office of quartermaster, post near Little Rock, Ark., until 11 o'clock a. m., central time, July 30, 1896, for furnishing wood, coal, charcoal, hay, straw, oats and bran during fiscal year ending June 30, 1897, at post near Little Rock, Ark. Proposals for delivery at other points will be entertained. Government reserves right to reject or accept any or all proposals, or any part thereof. Information furnished on application here or to quartermaster of post named. Envelopes containing proposals should be marked "Proposals for Fuel and Forage," and addressed to undersigned, or quartermaster of post named.

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High Grade White and Yellow Corn.

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[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

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Refer to Union and Planters' Bank.

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We make a specialty of selling by sample

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Grain, Seeds and Provisions for future delivery  
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Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

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We are members of the Board of Trade and have salesmen at the principal railroad yards.

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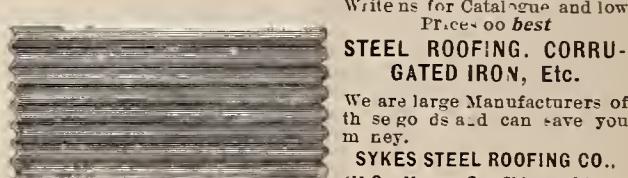
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Material Only or put on Complete.

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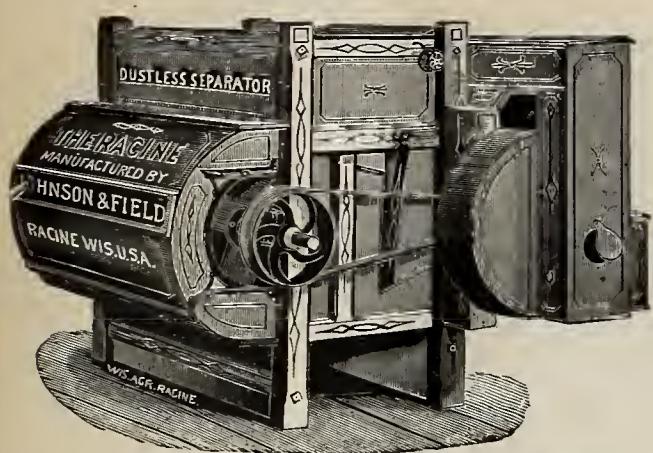
This roofing is manufactured from  
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Than any other machine offered for similar purposes, and is **Light Running, Large in Capacity, Perfect in Separation** and with **Great Strength and Durability**. These machines have no equal. Adopted and indorsed by many of the largest Mills and Elevators in the country.

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Is especially adapted for horse power use, is supplied with **Patent Governor Pulleys**, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

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Addresses are arranged in chains of about 140 each and revolve over the drum of the Addressograph operated by foot pressure, printing direct on the envelope, **facsimile of the typewriter**, at the rate of 2,000 per hour, at a cost of less than 10 cents per thousand.

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For making additions and changes we furnish a setting case filled with rubber type arranged in grooves—a groove for each letter, making the setting of addresses so simple that any boy can learn it in an hour. States, principal cities, etc., made in one piece.

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The American Miller AND THE  
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The Salem Bucket has had imitators, but never an equal. The most ever claimed by competing buckets is that they "are as good as the Salem."

We fixed the standard to which others aspired, but the Salem is now, as it always has been, incomparably the

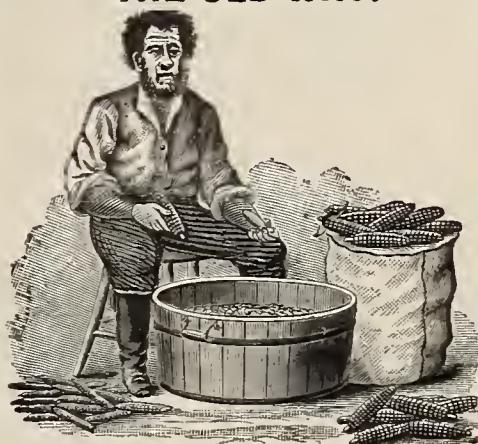
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Gibbs' Patent Dust Protector protects the nose and mouth from inhalations of poisonous dust; invaluable in mills, elevators and every industry where dust is troublesome. Perfect protection with perfect ventilation. Nickel-plated protectors \$1, postpaid. Circulars free. Agents wanted.

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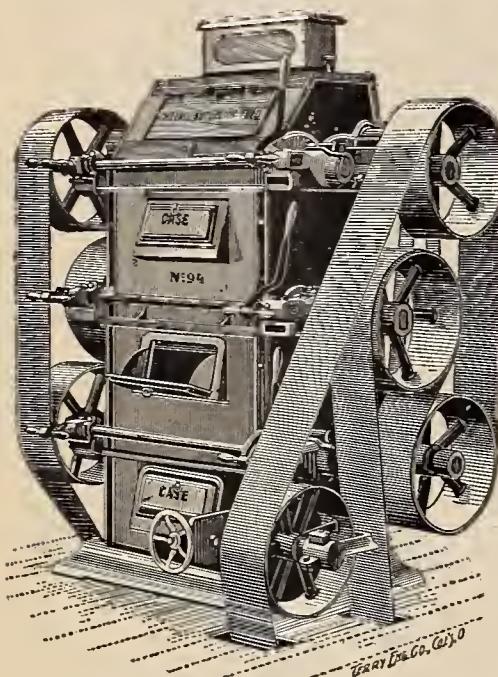
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Who put in a ROLLER FEED MILL last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

### The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



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DEAR SIRS:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

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Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

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This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

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The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

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Full particulars furnished on application in person or by letter to

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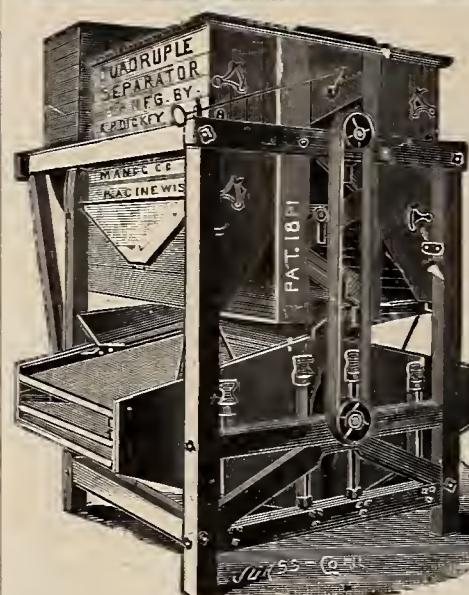
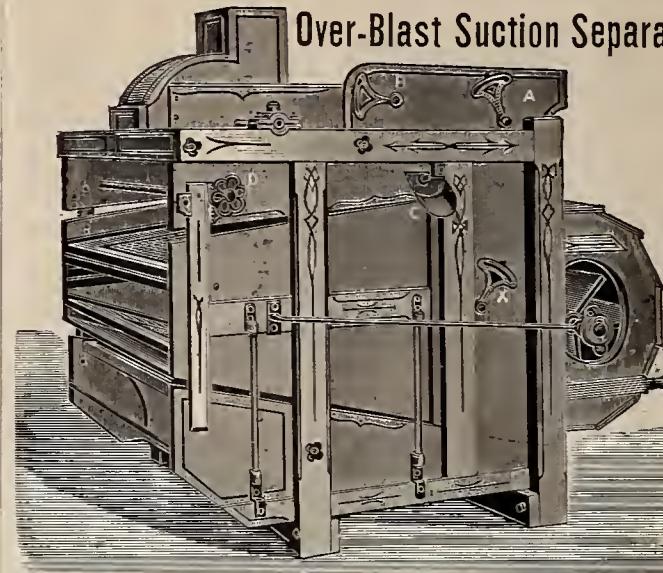
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THE  
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"Grain  
Cleaned  
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Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



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## WHEAT HEATER OR TEMPERER, DRYER FOR WASHED WHEAT, BRAN DRYER.

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## STEAM DRYER.

Used in the largest flour mills in the country. Not an experiment.  
In successful use 25 years on

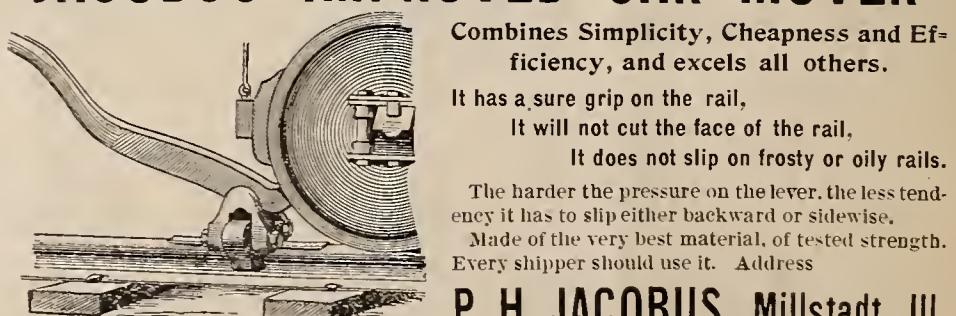
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ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double  
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Combines Simplicity, Cheapness and Efficiency, and excels all others.

It has a sure grip on the rail,

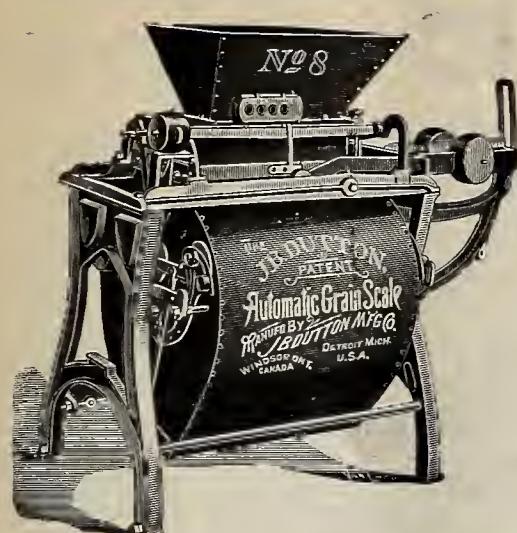
It will not cut the face of the rail,

It does not slip on frosty or oily rails.

The harder the pressure on the lever, the less tendency it has to slip either backward or sideways.

Made of the very best material, of tested strength. Every shipper should use it. Address

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# J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

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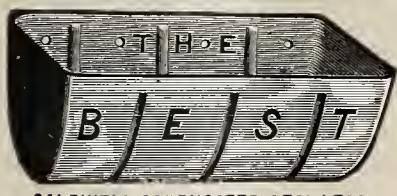
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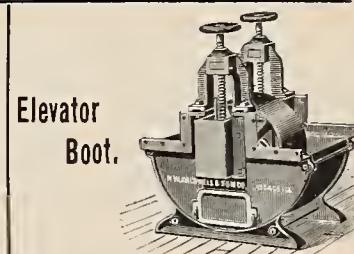
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Roller, Steel and Special Chains  
FOR  
**ELEVATING  
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MACHINERY**  
FOR HANDLING MATERIAL OF ALL KINDS.  
**POWER TRANSMISSION  
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Wire Cable  
Conveyors.  
For long and  
short distance  
conveying.

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Columbus, Ohio.

163 Washington St.  
NEW YORK.

Send for Catalogue.

## Stevens Dustless Warehouse Separator.



This machine is designed for warehouses or elevators of medium capacity. It has every feature to insure perfect work. No grain or chaff can be drawn into the fan and hurled into the dust room or out of doors. By the use of the proper perforated sieves, this machine will clean perfectly wheat, rye, oats, barley, buckwheat and peas.

Built in five sizes. Send for catalogue, description and prices. We sell all our machines under a guaranty. Address

THE STEVENS MILL & ELEVATOR MACHINERY CO., PEORIA, ILL.

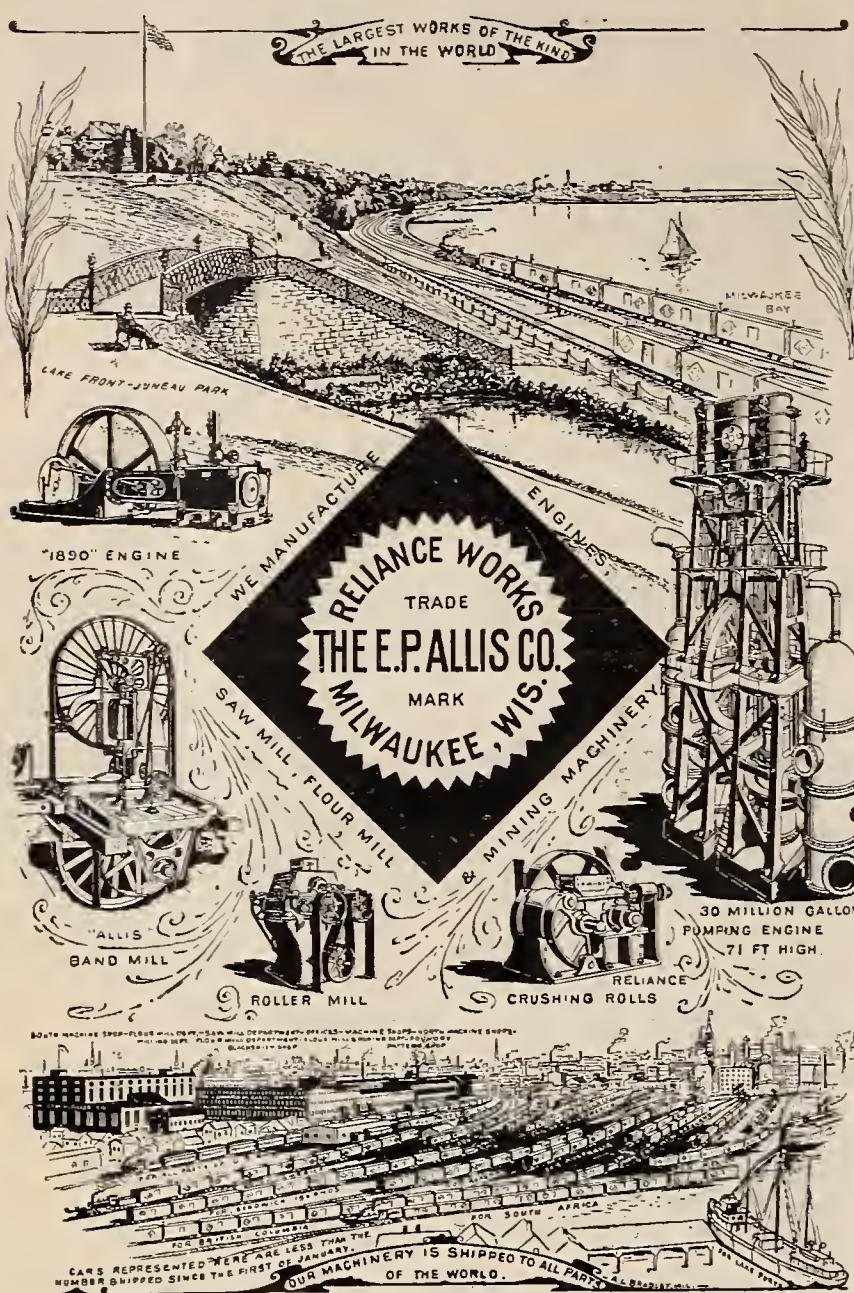
## A GRAIN SPOUT

That will load cars without shoveling. It is worth its weight in silver. 16 to 1 that it will save you in labor all it costs in less than a month . . . .

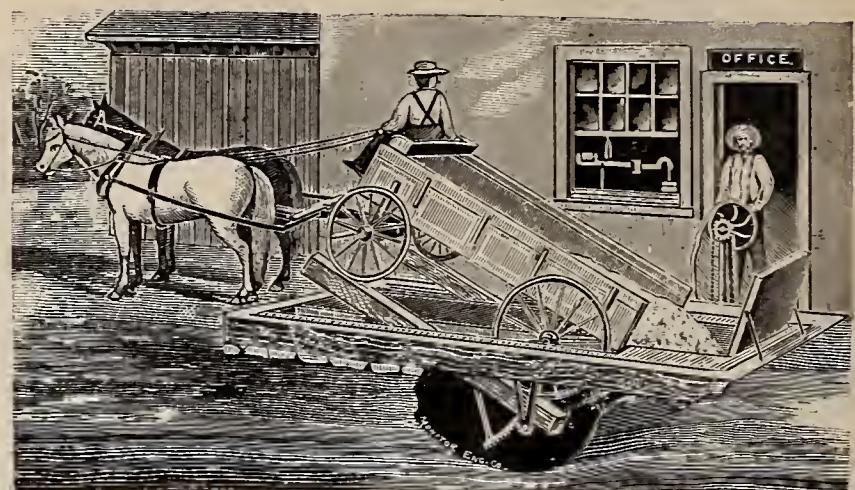


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## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

### Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No searing horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

# J. B. ALLFREE MFG. CO.

## INDIANAPOLIS, INDIANA.

BUILDERS OF

**THE HIGH MILL SYSTEM,**

An Improved Milling System,

Makes Better Flour, Saves Power.

Room and Labor.

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**Corn Shellers,**

**Automatic Engines,**  
**Cornmeal Plants.**

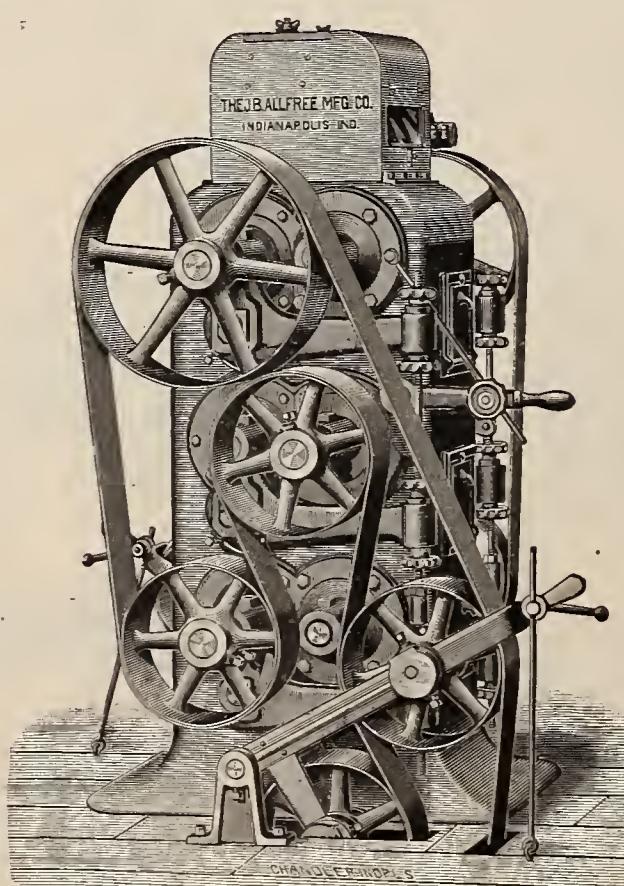
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Describe wants and write for  
Circulars.

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Chicago, Rock Island & Pacific Railway.  
Chicago, Milwaukee & St. Paul Railway.  
St. Louis, Iron Mountain & Southern Railway Co.

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Chicago, St. Paul, Minneapolis & Omaha Line.  
Fremont, Elkhorn & Missouri Valley Line.  
Sioux City & Pacific Line.

Louisville, New Albany & Chicago Ry. (Monon).  
Baltimore & Ohio Railroad Co.  
Chicago & Eastern Illinois.  
Northern Pacific Railway.  
Illinois Central.

Burlington System:  
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Chicago, Burlington & Northern Railroad.  
St. Louis, Keokuk & North-Western Railroad.  
Chicago, Burlington & Kansas City Railway.  
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Kansas City, St. Joseph & Council Bluffs Railroad.  
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Cincinnati, Jackson & Mackinaw.  
Cincinnati, Hamilton & Dayton Railway Co.  
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Grand Trunk System:  
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Cincinnati, Saginaw & Mackinaw Railroad.  
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Chicago, Detroit & Canada Grand Trunk Junc. Ry.  
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New York, Lake Erie & Western Railroad.  
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The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the twenty-seven of the principal cities is ALONE WORTH MANY TIMES THIS SMALL OUTLAY, and this is the only work which contains these lists, and they are correct and revised to date, besides the thousands and thousands of places all over the country wherever grain is bought or sold.

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Eighty Cotton Warehouses, 62 x 98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.

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## MISCELLANEOUS:

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Six-story Office Building, for J. W. Warner, Syracuse, N. Y.

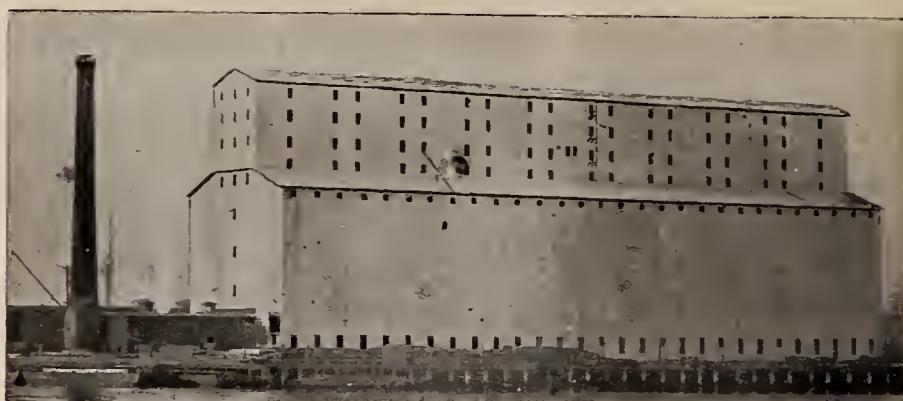
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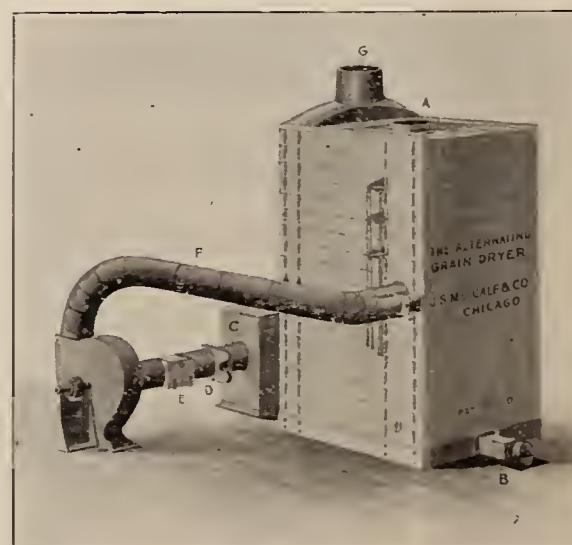
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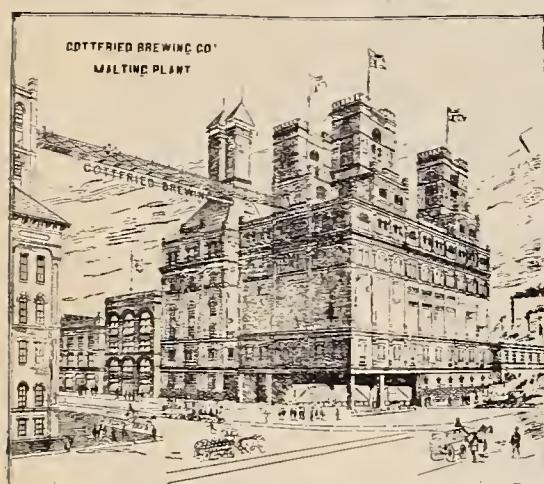
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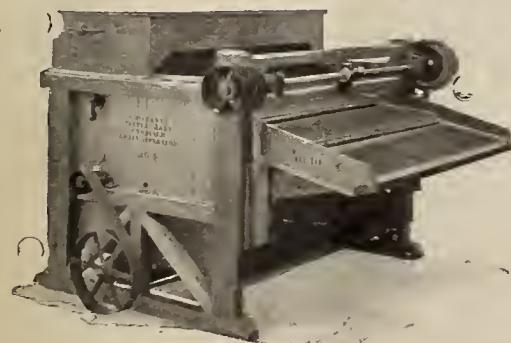
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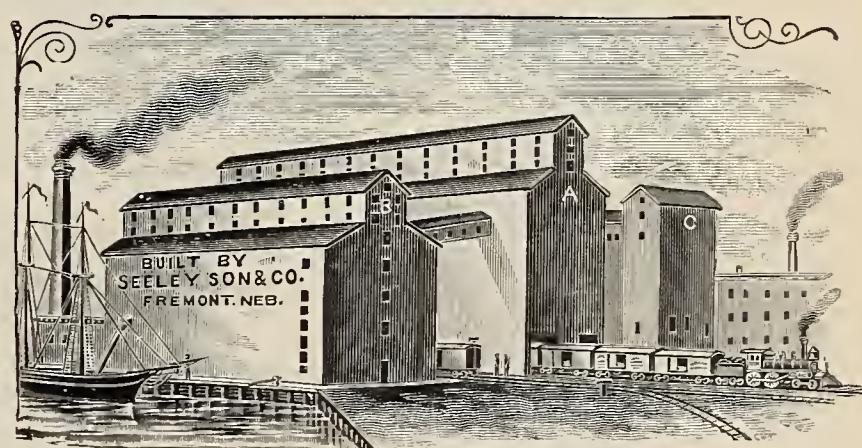
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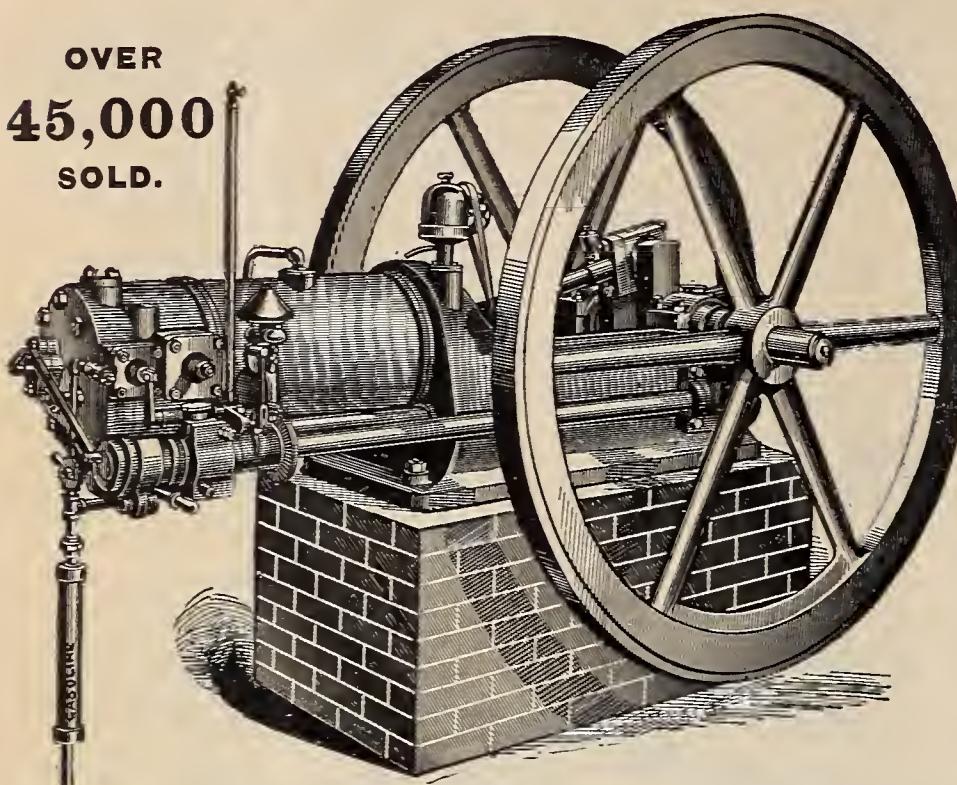
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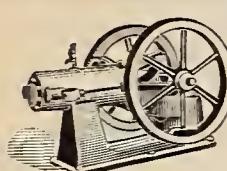
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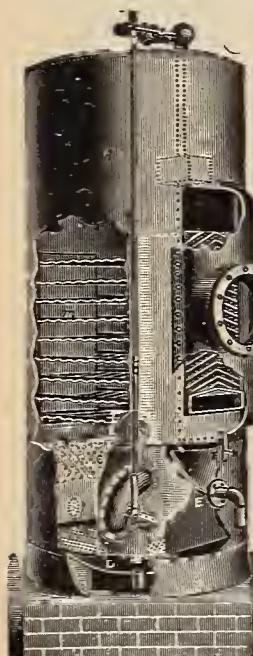


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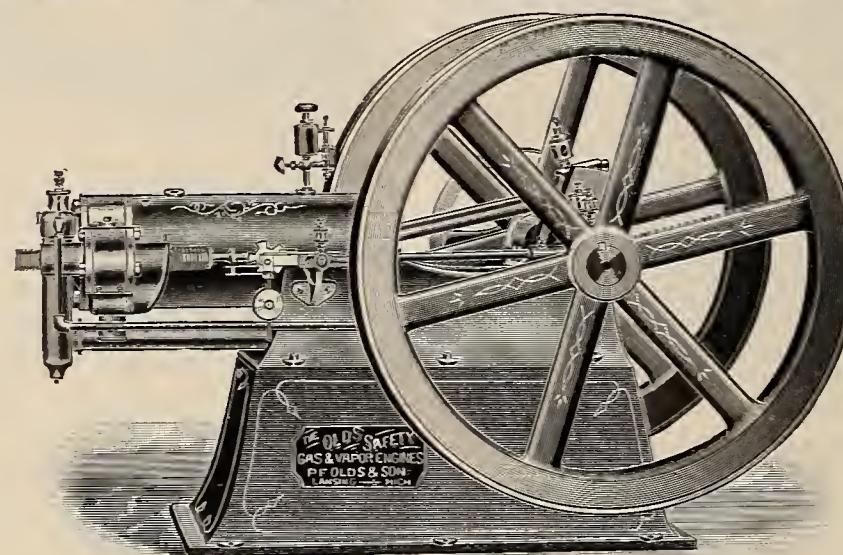
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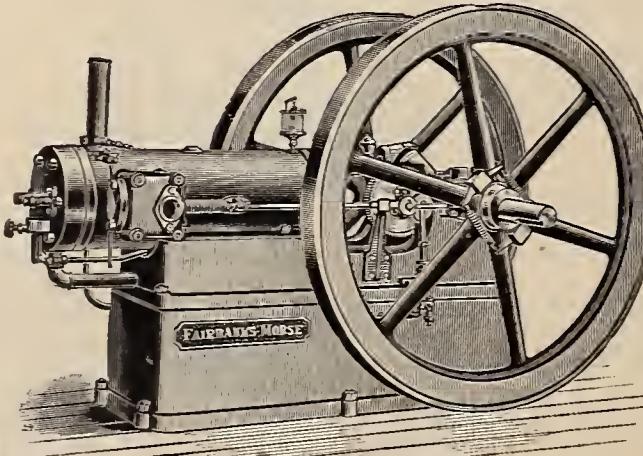
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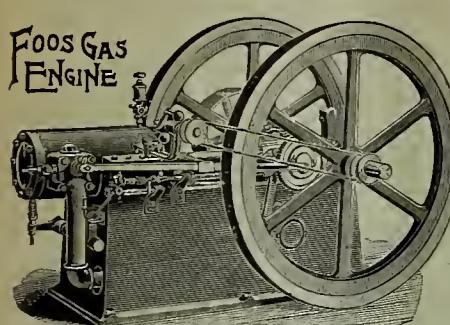
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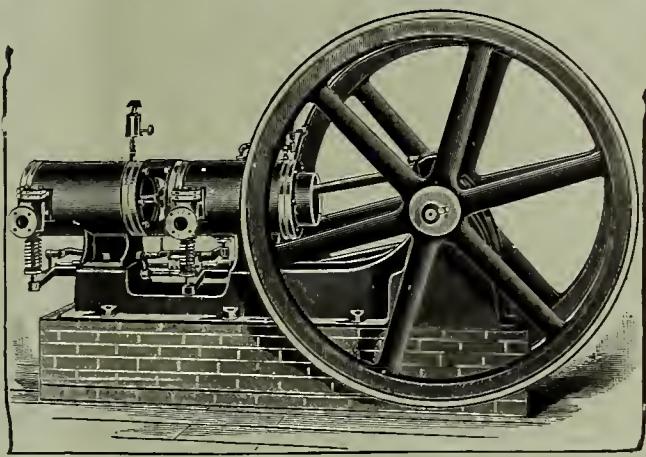
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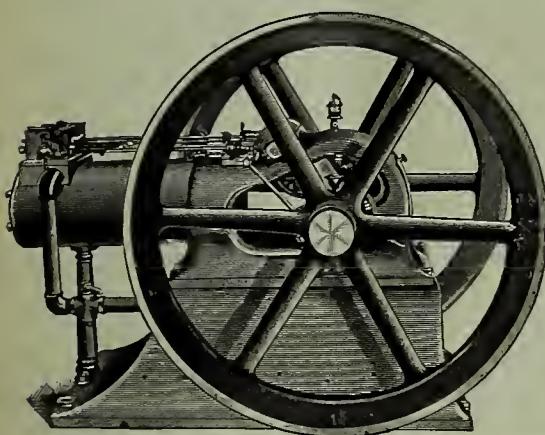
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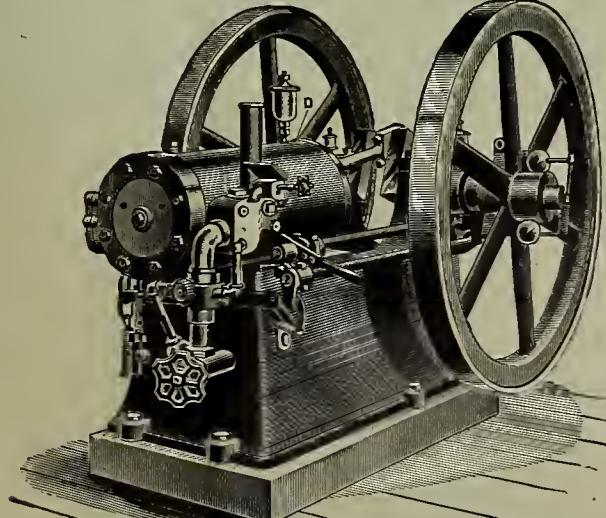
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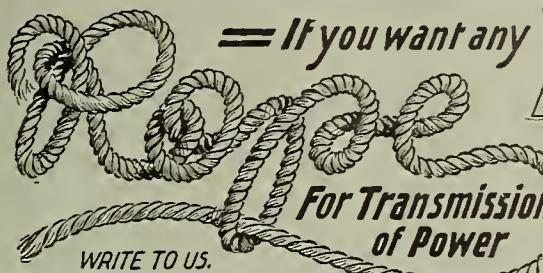
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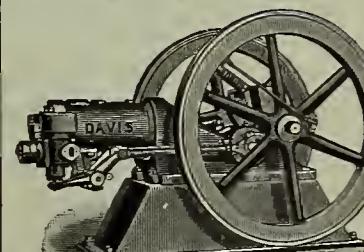


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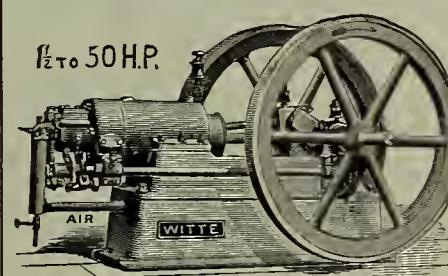
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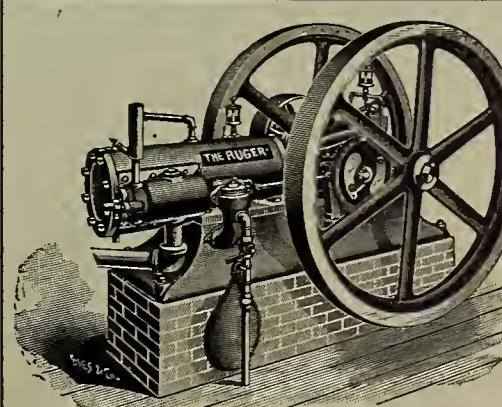
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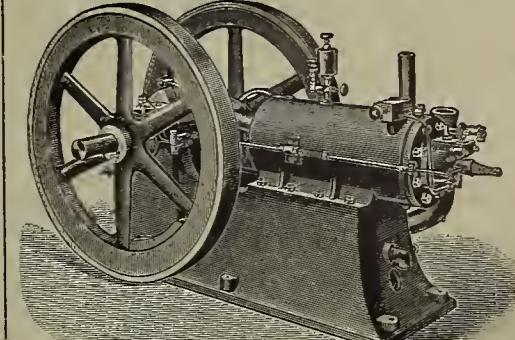
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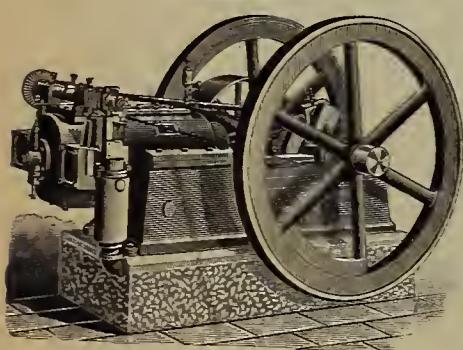
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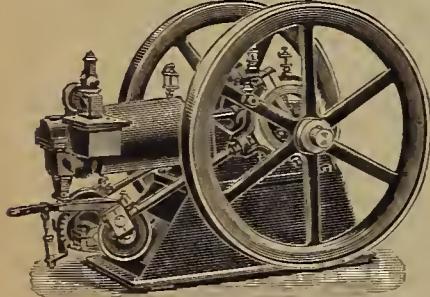
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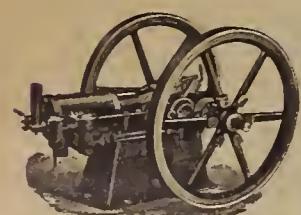
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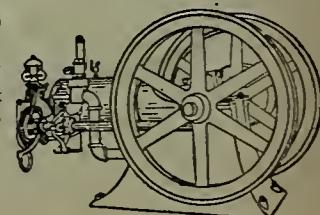
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